



Illinois Highway Information System

STRUCTURE INFORMATION AND PROCEDURE MANUAL



Illinois Department of Transportation

Illinois Highway Information System

Structure Information and Procedure Manual

July 1, 2002

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Revisions

A complete upgrade of the Structure Information and Procedural Manual was completed on July 1, 2002.

PREFACE

The Illinois Department of Transportation has prepared this manual in cooperation with the U.S. Department of Transportation, Federal Highway Administration (FHWA). It provides for the collection and management of all information needed to satisfy the requirements of the National Bridge Inspection Standards (NBIS) as outlined in the Federal Highway Administration's Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, December 1995. As a word of caution to holders of the FHWA guide: the format, scheme and coding directions differ considerably from this manual. The FHWA guide should be used only as a reference. The Illinois Structure Information and Procedures manual (a.k.a. SIP or ISIS manual) should be used exclusively for entering and interpreting codes to represent Illinois' structure data. For reports generated to meet FHWA requirements (such as the federal Structure Inventory and Appraisal (SI&A) sheet), interpretation should be made from codes in the FHWA guide.

The ISIS manual has been developed through a cooperative effort within the Department between the Division of Highways and the Office of Planning and Programming. IDOT and its Divisions and Offices are committed to maintaining the structure information system at a high level. This commitment is not only to satisfy NBIS requirements, but also to provide an excellent working tool in managing the bridges and other structures as they relate to the overall transportation system in Illinois. In the interest of the traveling public's safety and convenience, this commitment remains a high priority for the Department.

**** Note:** The FHWA Guide can be found at the following Internet website:
[Http://wwwcf.fhwa.dot.gov/bridge](http://wwwcf.fhwa.dot.gov/bridge) under the "Bridge Program" topic.

INTRODUCTION

The ISIS manual can be downloaded from the IDOT web site www.dot.state.il.us under the "Doing Business" selection. The manual is also available as an IDOT electronic pdf document found within the Inside IDOT Intranet.

A. PURPOSE

The purpose of this manual is to provide an instrument that will enable designated offices within the Illinois Department of Transportation and local highway agencies to monitor and manage the vast amount of structure data contained in the information systems. The manual will allow interpretation of various reports and formatted data generated by the systems for users of such data in addition to interpretation of specific up-to-date items by viewing computer inquiry screens. A third group to whom the manual or parts of it could serve to be beneficial would be that group not familiar with the systems that use such data, such as the media. For them, an understanding of the depth and completeness, in addition to explanation of specific data, would be enhanced.

B. BACKGROUND

Highway inventory operations began during the winter of 1935-1936 with the inventory of rural roads in a federally sponsored Highway Planning Survey. State and county municipal sections were added shortly thereafter. A re-inventory program of selected counties was started in 1940 and resumed in the late 1940's after having been curtailed during the World War II years. This planning function continued relatively unchanged until the early 1970's. The State District Highway offices had full field inventory responsibility for both state and local highways. Local agencies participated only to the extent of making construction plan data, etc., available.

Included in the highway inventory process was an effort that inventoried and evaluated structures having a greater than 20 foot opening, face to face of abutments. For each structure, a Highway Structure Sheet was kept and updated during the re-inventory cycle or as certain revisions became known. Recorded on the structure sheet, in addition to inventory items, were a description of the bridge type, span lengths, width, clearances, material, load limits, and a cursory "good, fair or poor" condition evaluation for superstructure, substructure, surface, arches and culvert elements. The evaluations were often made by persons in the field, having limited or no structural background, during the inventory of the roadway. However, the structure sheet provided a fairly good record for each major structure serving public highways, roads and streets in the state and provided a base from which statistical data were prepared to satisfy federal requirements.

Today's structures reflect the technical advances in design, construction, and safety features that have evolved over the years. However, many structures serving today's highways and roads were built before or soon after the turn of the century. Because of the advancing age (in excess of 50 years) of these and many other structures, and in spite of the technological advances made over the years, the adequacy of the structure system as it relates to the overall highway network demands close scrutiny and continual attention.

Tragic occurrences of bridge failures raise public concern and cause public agencies and persons in the industry to consider the entire nationwide situation.

The collapse of the Silver Bridge at Point Pleasant, West Virginia in 1967 aroused public interest in the inspection and maintenance of bridges. The United States Congress added a section to the Federal Aid Highway Act of 1968 that required the Secretary of the U.S. Department of Transportation to establish national bridge inspection standards. As a result, the Federal Highway Administration (FHWA) developed requirements for a program of inventory and appraisal of the nation's bridges. This has become known as the National Bridge Inspection Program (NBIP).

The original Act pertained to only those structures on the Federal-Aid system, but on November 6, 1978, the President signed into law the Surface Transportation Assistance Act of 1978. The Highway Bridge Replacement and Rehabilitation portion of the law provides that by December 31, 1980, all public bridges not on the Federal-Aid system should also be inspected and inventoried in accordance with the National Bridge Inspection Standards (NBIS).

The NBIP in Illinois was developed as a cooperative effort. Several bureaus within the Illinois Department of Transportation (IDOT) worked together to establish inspection and reporting procedures. Realizing that bridges under the jurisdiction of IDOT constitute only part of the total number of bridges used by the public, local agency participation was solicited by the Bureau of Local Roads and Streets through the Association of County Highway Superintendents and the Municipal League. Recognizing the importance of the NBIP for public safety, the organizations urged their membership to voluntarily participate in the program. Thus, in 1971, the IDOT Bureaus of Design, Maintenance, Traffic, Construction, Local Roads and Streets, and Planning, and the County Highway Superintendents and City Engineers officially launched the NBIP in Illinois.

Realizing that much of the information required for the NBIP would be of value to many agencies in Illinois (including some not directly involved in the program), a centralized information repository was established. This was made an integral part of the computerized Highway Record Data Bank (HRDB) maintained by the IDOT Office of Planning and Programming, Planning Services Section. Integrating

NBIP data with the HRDB enabled a structure to be examined not only as a separate entity, but also as a vital part of an existing road network. This duality of function was equally important in terms of developing short-term projects and long-range plans. At the same time, the impetus provided by the NBIP served to elevate the status of the structure. It was no longer just part of a road, but a unit in itself that could be improved without reference to the roadway. This facilitated improvements to unsafe structures.

The National Bridge Inspection Program consists of two inseparable parts: (a) inventory; and (b) inspection and appraisal. The inventory is an accounting of what is there, where it is, and to whom it belongs. The inspection and appraisal measures how safe and useful it is. The two portions together provide an indicator of how well the structure is functioning to serve the public. The extensive data base provides a useful tool to identify problem areas and to quantify the degree of the problem. Measures can then be developed to rectify the problem areas.

Increasingly over the years, IDOT has recognized the need to restructure the existing structure computer system to better address developing needs. With the advent of more sophisticated computer capabilities, it seemed timely to redesign the structure file to enhance the update process and to include additional data items to meet the continually increasing needs of the data users. The goal was (and still is) to provide an information system to better serve the Department as well as the local agencies throughout the state.

C. COMPUTER SYSTEMS

The Bureau of Operations in addressing a need to improve its management of structures and other highway specific information, developed the Maintenance Management Information System (MMIS) in cooperation with the Bureau of Information Processing. The structure portion of the system assigns responsibility for updating state responsibility structures' inspection information to the District Operations offices. (Inspection interval information is still the responsibility of the Central Office Bureau of Bridges.) Bridge Maintenance Engineers can edit specific structure information directly through a set of update screens accessed by computer terminals. Any update becomes effective immediately and all structure data is accessible for viewing using MMI inquiry screens or via hardcopy reports requested from and generated by the system.

The Illinois Structure Information System (ISIS) has been developed to replace the structure file in the HRDB. It utilizes "mainframe" computer equipment and consolidates several structure-related files, expands the old system and provides more opportunities for expansion and flexibility. This system assigns update responsibility to various Central Bureaus (as well as all District offices) through a series of update screens accessed by computer terminals and PC's. Any update becomes effective immediately

and is accessible for viewing on a set of inquiry screens. Reports can be requested from and generated by the computer system. (See Appendix IV for ISIS screens.)

Initially, the ISIS and MMIS only exchanged information weekly. Thanks to technology improvements thru the years and increasing demands for current information, that schedule has been changed to nightly. Currently, the MMIS and ISIS exchange overnight any information that was updated during the daytime hours. At the beginning of each day, both systems are compatible. Recalculations of computer-generated items are also made after the nightly exchange has successfully completed. Reports required by FHWA are generated from the data base that results from the information exchange of these two systems.

The revised Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges (a.k.a. FHWA Coding Guide) was issued in December 1988, "to bring about more uniform and accurate ratings for bridges...minimize any inequities in (federal) apportionment of bridge funds and...serve as a basis for developing the level of service method for evaluating bridge needs". The 1988 revised FHWA Coding Guide necessitated changes to both the MMIS and ISIS. As a result of the FHWA changes coupled with the need to reassess the existing structure file, the ISIS (or SIP) manual was developed and its first version became effective January 1, 1990. The FHWA now has a December 1995 version of the Coding Guide and an information update process in place known as Errata Sheets. Should revisions to the FHWA Coding Guide occur between the timeframe that an entirely new Coding Guide is issued, the information will be transmitted to Coding Guide users via the Errata Sheets.

In the mid 1990's, IDOT developed a PC version of the ISIS database to be used for the viewing, querying, and report generation of structure information. Known as the "Structure Information and Management System" (SIMS), it provides users with a Microsoft PC Access database that is copied nightly from the ISIS database. Users can query structure information (information is presented in the same format as the ISIS inquiry screens), generate standard reports, and create their own reports. All users of the SIMS database and its data must follow the following IDOT approved protocol:

Excerpt from SIMS User Guide Page 2, Revised 08/20/1998:

"The data in SIMS is intended to be used for the preparation of internal documents and reports. Specific inquiries for information, from outside the department, should be referred to either the Office of Public Affairs or the Office of Planning and Programming. Official departmental response to data inquiries should be prepared by or reviewed by these offices."

D. STRUCTURE DATA BASE

The term "structure" is broad and in the context of this manual includes bridges, culverts, tunnels, pedestrian overpasses, pipeline structures, tollway restaurant overheads and other structures that accommodate or limit the continuity of highways.

A bridge is generally defined as a structure carrying a roadway over a stream, railroad, another roadway or depression. A culvert is generally defined as a structure that carries a stream under the roadway.

The data base (MMIS and ISIS combined) contains data for all structures that meet or exceed the minimum length specified to be designated as a bridge for NBIS. There are also structures of lesser lengths recorded in the data base to satisfy various tracking needs.

The following definition is used by AASHTO, and is given in the NBIS:

A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than twenty feet between undercopings* of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

All structures involving a highway, and having an opening length as described above (greater than twenty feet) are required to be included regardless of the highway systems on which they are located. This measurement is recorded in Item 112 - AASHTO BRIDGE LENGTH. All other structures having an opening length of less than or equal to twenty feet and involving a highway, may be accepted into the system only if prior approval is given by the Central Office Planning Services Section - Data Management Unit. This office does not encourage the input of these structures. However, they will be accepted on an "as needed" basis.

* The undercoping of an abutment is the point where the bridge bearing seat intersects the front face (usually nearly vertical) of the abutment. Where there is a distinct abutment pile cap, it is the point of intersection on the abutment wall or piling with the cap.

E. IDENTIFICATION BY STRUCTURE NUMBER

Each structure is identified by a 7-digit structure number composed of a 3-digit structure county number and a 4-digit structure sequence number. Once the structure number has been assigned, that number is permanent and will not be changed even though a change in maintenance responsibility may occur. Data for the old number will be retained in a historical file. Similarly, a bridge constructed using any portion of the same substructure will keep its same number. Completely new bridges erected at the same location on the same or new alignment that do not use any part of the old bridge will be assigned a new number. New structures are to be assigned numbers using the next available number by district scheme.

NOTE: THERE IS NO STATEWIDE SCHEME TO CATEGORIZE STRUCTURES BY NUMBER.

ASSIGNMENT OF STRUCTURE NUMBERS FOR STATE MAINTAINED STRUCTURES

The District Bureau of Planning should assign the structure number when the project is initiated.

ASSIGNMENT OF STRUCTURE NUMBERS FOR LOCAL MAINTAINED STRUCTURES

The structure number is to be assigned by the maintaining agency and submitted to the District Bureau of Planning through the District Bureau of Local Roads and Streets. For new bridges, the structure number is to be assigned and submitted for inclusion in ISIS no later than submittal of preliminary Bridge Design; or Type, Size and Location (TS&L) plans for Central Office approval.

The structure number must be shown on the bridge plans along with the rest of the structure nameplate information.

As coordinators for structure number reporting, the District Bureau of Planning should continue their monitoring efforts to avoid duplicating structure numbers. They should also maintain sufficient records to assure that the appropriate structure number is for the first time record creation for the structure.

F. STRUCTURE NUMBER MAPS

Structure Number Maps have been prepared on various county and municipal maps that indicate the location of each structure by structure number. The District Bureaus of Planning are charged with keeping the maps current with the cooperation of Local Agencies. Copies of these maps can be obtained through the District Bureaus of Planning.

G. WHEN TO REPORT CHANGES

Inventory and inspection changes to existing structures are required by IDOT to be entered into the data base within 90 days of occurrence for state maintained structures and within 180 days for local maintained structures. New structures can be added to the data base at any time after the structure number has been assigned, but no later than the aforementioned time limits after opening to traffic. When adding a new structure to the file, the following items are the minimum needed to make the addition:

<u>Number</u>	<u>Description</u>
3 & 8A	Structure Number
3B & 3B1	Maintenance County, Maintenance Township
21	Maintenance Responsibility
22A	Reporting Agency
42A&B	Type of Service On & Under

All other data items applicable to the structure must be entered into the data base within the time frame as previously discussed.

DEFINITION OF TERMS

For clarity, the definitions of some terms and abbreviations as used in the context of this manual are provided below:

Bridge - See Introduction - Section D - Structure Data Base.

Highway Bridge Replacement Rehabilitation Program (HBRRP) - Federal Highway Act which funds, regulates and prioritizes the improvement of the nation's bridges. Only those bridges classified as "structurally deficient or functionally obsolete" and having a sufficiency rating of 80.0 or less are eligible for funding under this program.

History - Any data base item where all past values for that item are stored on the data base. Inspection items are examples of items where history is retained by inspection date. Average Daily Traffic (Item 29) is an example of an item where history is not retained, since past changes in traffic volumes are not retained in the computer system.

Illinois Highway Information System (IHIS) - The master data base resulting from the combining of the individual IRIS, IRRIS, ISIS and IGIS data bases.

Illinois Geographic Information System (IGIS) - The computer system that allows a graphical display of various elements contained in IHIS.

Illinois Roadway Information System (IRIS) - The computer system and data base which accommodates the entry and retrieval of pertinent information in relation to all highways open to public travel.

Illinois Railroad Information System (IRRIS) - The computer system and data base which accommodates the entry and retrieval of pertinent information in relation to all public at grade and grade separation rail crossings.

Illinois Structure Information System (ISIS) - The computer system and data base which accommodates the entry and retrieval of inventory and inspection data for all structures open to public travel. The state system bridge inspections are transferred overnight from the MMIS data base.

Inventory Route or Key Route - Both terms sometimes used interchangeably. Technically, the two descriptions pertain to the same section of highway. "Inventory Route" (also called Marked or Unmarked Route) refers to the highway identified in Items 5A-5E, and whose highway designation terminology can be most familiar to the travelling public. "Key Route" is defined in Items 1A-1H and is used by IDOT to uniquely identify roadway that typically can cross county and township borders, sometimes starting at one end of the state and continuing to the opposite end. Key route may be viewed as the most basic unit of identification for the Illinois highway system. Example: For an identified section of highway, there may be many Inventory Route designations assigned to the section, but only one key route designation.

Key Route data is recorded for the highway(s) on and under the structure. Inventory Route Data is computer generated from the Key Route information and stored in the ISIS database. The Illinois Structure Information System will accommodate the entry of an unlimited number of routes per structure. Individual data items located on Key Route computer screens are therefore recorded individually for each route.

Note: For structures that span Illinois borders into neighboring states, IDOT does not record highway Key Route information for those roads or roadway sections located outside Illinois borders.

DEFINITION OF TERMS (continued)

Maintenance Management Information System (MMIS) - The computer system and data base that accommodates the entry of state bridge inspections. This system also contains numerous other state-maintained data information and functions.

National Bridge Inspection Program (NBIP) - The program developed by the Federal Highway Administration (FHWA) as a result of the Federal-Aid Highway Act of 1968, which requires the inventory and inspection of the nation's bridges.

National Bridge Inspection Standards (NBIS) - The federal regulations establishing requirements for inspection procedures, frequency of inspections, qualification of personnel, inspection reports and preparation and maintenance of a state bridge inventory.

Structure Information Management System (SIMS) – A version of the ISIS database information in a PC Microsoft Access database format. Information is copied nightly from the ISIS database to the SIMS Access database where users can view data and generate reports.

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EXPLANATION OF DATA ITEM DESCRIPTION PAGE

Note: NA means Not Applicable to a particular instance.

Each data item description page is organized as follows (see the figure “Data Item Description Page”):

- (1) **ITEM NAME** - Under the heading, center of the page.
- (2) **ITEM NUMBER**
PAGE __ OF __ - Upper right hand corner. The Item Number box usually contains a single number but can contain multiple numbers. Multiple numbers occur when all of the descriptive information is the same for the items listed but a differentiation between (example) “right” and “left” needs to be made. Page __ of __ lists the number of pages containing information for the Item Number(s).
- (3) **HISTORY KEPT** - Upper left corner. This indicates whether or not previous values for this item have been kept and are accessible in a historical file. For example, history is kept for each inspection record by the Inspection Date. However, some items (such as Item 8A “Structure Number”) are marked as “History Kept” due to the nature of the data item. Since the structure number should never change, it is considered as having history.
- (4) **NBIS REQUIRED** - Upper left corner, under “History Kept.” This indicates whether or not this item is required as outlined in the Federal Highway Administration’s The Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation’s Bridges - December 1995.
- (5) **RESPONSIBLE FOR UPDATE** - This indicates the IDOT Bureau that has been given the responsibility for keeping the value of the data item current. For the Illinois Structure Information System, (ISIS), the following bureaus have designated responsibilities:
 - Central Bureau of Planning - Central Office, Bureau of Urban Program Planning
Data Management Unit
 - Central Bureau of Bridges - Central Office, Bureau of Bridges & Structures
(Now includes both State and Local structure responsibility)
 - Central Office Traffic - Central Office, Bureau of Operations
 - District Program Development - Districts 1-9, Bureau of Planning, Program
Development
 - District Local Roads - Districts 1-9, Bureau of Local Roads and Streets
 - Computer Generated - Not a bureau or district responsibility. This value is generated by computer from other data items. For example, Sufficiency Rating is generated by computer through a complex formula that includes values of many data items.

For the Maintenance Management and Information System (MMIS), the following bureaus have designated responsibilities:

- Central Bureau Bridges - Central Office, Bridge Maintenance Unit,
Bureau of Bridges and Structures.
- District Maintenance - District 1 only, Bureau of Maintenance. (Can also be known as
Operations in other districts.)
- District Operations - Districts 2 thru 9, District Bureau of Operations

NOTICE

For purposes related to this manual, effective with the printing of the 1994 revisions, the following IDOT areas of responsibility had been reorganized and/or have changed names.

Cent Loc Rds -	All functions were organized under Central Bureau of Bridges & Structures, Local Bridge Unit
Dist Plan -	Reorganized under the name of District Program Development
Cent Maint -	All functions now organized under Central Bureau of Bridges & Structures, Bridge Maintenance Unit
Dist Maint -	Reorganized as District Bureau of Operations with the exception of District One which remains unchanged.

- (6) **STRUCTURES** - This indicates the class of structures for which the update responsibility listed above pertains. For the purpose of this system, there are only two classes of structures:
- **STATE** - Those structures for which the Bureau of Maintenance has accepted responsibility for the update of some of the data items. This responsibility is indicated by Item 22A - Reporting Agency. If that item has been coded = "1," then updates to the data can be made via the MMI system. Structures having any other value coded for Item 22A can not be updated through MMIS.
 - **LOCAL** - Those structures that are not classified as "State". Item 22A will contain a coded value of 2 through 9 that is the sole determining factor in setting the class. Updates to data in this class are made through ISIS.
- (7) **UPDATE SCREENS** - Each bureau with update responsibility has a unique set of computer screens on which to enter data directly into the system. This area (7) will advise the user (named in the (5) "Responsible for Update" area) as to the unique screen number* and screen name that the user will access from the system's Update Menu to make their updates.
- (8) **INQUIRY SCREENS** - Both ISIS and MMIS have screens unique to their respective systems to allow all users the ability to view data within those systems. This area (8) will advise the user of the unique screen number* and screen name that the user will access from the system's Inquiry Menu in order to view structure data or print standard reports.
- (9) **EFFECTIVE DATE** - This is the date that the data item and all that pertains to it becomes effective. Revisions will establish a new effective date.

- (10) **DESCRIPTION AND PURPOSE OF ITEM** - A description of the data item is provided here. The purpose for the item is oftentimes also included here to project a better understanding of the item.
- (11) **CODE AND SCREEN ENTRY INSTRUCTIONS** - This area lists codes to be used and gives complete instructions for entering data into the update screens. It also gives examples to illustrate correct codes and procedures. The area (11) additionally serves as a decoding mechanism for certain items that are shown on the inquiry screens in coded values.

* Usually, the screen reference will appear as "(2) GENERAL INVENTORY 1." However, it may appear as "(9/10) KEY ROUTE ON / UNDER." This means that the data item's descriptive information is the same for both screens 9 & 10, but it is important that a value be entered or viewed on the screen that represents the on (screen 9) or under (screen 10) situation.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME STATE CODE	ITEM NO. 1 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		
STRUCTURES	All	N/A	
UPDATE SCREENS	None	N/A	
INQUIRY SCREENS	None	N/A	

DESCRIPTION AND PURPOSE OF ITEM

This item is a three-digit code used to identify the State and FHWA region in which a bridge is located. The first 2 digits are the Federal Information Processing Standards (FIPS) code for states and the third digit is the code for FHWA region.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER

<u>Code</u>	<u>State</u>	<u>Code</u>	<u>State</u>
014	Alabama	308	Montana
020	Alaska	317	Nebraska
049	Arizona	329	Nevada
056	Arkansas	331	New Hampshire
069	California	342	New Jersey
088	Colorado	356	New Mexico
091	Connecticut	362	New York
103	Delaware	374	North Carolina
113	District of Columbia	388	North Dakota
124	Florida	395	Ohio
134	Georgia	406	Oklahoma
159	Hawaii	410	Oregon
160	Idaho	423	Pennsylvania
175	Illinois	441	Rhode Island
185	Indiana	454	South Carolina
197	Iowa	468	South Dakota
207	Kansas	474	Tennessee
214	Kentucky	486	Texas
226	Louisiana	498	Utah
231	Maine	501	Vermont
243	Maryland	513	Virginia
251	Massachusetts	530	Washington
265	Michigan	543	West Virginia
275	Minnesota	555	Wisconsin
284	Mississippi	568	Wyoming
297	Missouri	721	Puerto Rico

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ITEM NAME **KEY ROUTE (Composite – Item 1A thru 1H)**

ITEM NO.	1A thru 1H
PAGE	1 of 1
EFF. DATE	07/01/02

DESCRIPTION AND PURPOSE OF ITEM

The Key Route is made up of eight data items that require twenty digits to report:

<u>Data Item</u>	<u>Description</u>	<u>Length</u>
1A	Type	1 digit
1B	Number	4 digits
1C	Suffix	1 digit
1D	Appurtenance Type	1 digit
1E	Segment	2 digits
1F	Appurtenance Number	5 digits
1G	Station	5 digits
1H	Direction of Inventory	1 digit

All of the data items located on the ISIS Key Route screens are route orientated and should be recorded for each of the Key Routes on or under the structure.

ISIS can accommodate information for all Key Routes either on or under a structure. Therefore, the information listed above should be reported for all Key Routes according to the instructions for the individual items.

CODE AND SCREEN ENTRY INSTRUCTIONS

Reference the individual Data Item Description pages for a detailed discussion of each item.

Additional information may be found in the Roadway Information and Procedure Manual (IRIS) concerning Key Route Identification.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME KEY ROUTE TYPE	ITEM NO. 1A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under <u>1/</u>		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the type of route(s) that will be identified by number(s) in Item 1B - Key Route Number. The Key Route(s) are entered for the highway(s) carried by the structure (Key Route On) and for the highway(s) crossed over by the structure (Key Route Under). This designation must be compatible with the Key Route information in the Roadway File (IRIS).

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

The hierarchy of routes is in the order listed below:

<u>Code</u>	<u>Key Route Type</u>
1	Federal-aid Interstate
2	Federal-aid Primary
3	Federal-aid Secondary
9	Federal Aid Urban
4	State Bond Issue
5	County Highway
6	House or Senate Bill
8	Other Road - Including Toll Road
7	Township or Road District Road
0	Municipal Street

If either "on" or "under" is not applicable, leave blank.

- 1/ Enter the code(s) for all Key Routes on / under the structure - not just the one of most importance. The ISIS database will accept an unlimited number of routes.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME KEY ROUTE NUMBER	ITEM NO. 1B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE			N/A
		District Program Development	
STRUCTURES		All	N/A
UPDATE			
SCREENS		(9/10) Key Route On / Under <u>1/</u>	N/A
INQUIRY			
SCREENS		(15/16) Key Route On / Under	(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the Key Route Number of each respective Key Route Type reported in Item 1A. The Key Route is entered for the highway(s) carried by the structure (Key Route On) and for the highway(s) crossed over by the structure (Key Route Under). This designation must be compatible with the Key Route information in the Roadway File (IRIS).

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, right justified, following the one-digit Key Route Type on the update screens.

Enter the appropriate route number, filling leading spaces with zeros.

EXAMPLES:

<u>Key Route</u>	<u>Enter</u>
FAI 55	0055
FAP 4	0004
TR 3	0003
CH 23	0023
Municipal Street #7130	7130

If either "on" or "under" is not applicable, leave blank.

- 1/ Enter the code(s) for all Key Routes on / under the structure - not just the one of most importance. The ISIS database will accept an unlimited number of routes.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME KEY ROUTE SUFFIX	ITEM NO. 1C PAGE EFF. DATE 1 of 1 07/01/02
RESPONSIBLE		ISIS	MMIS
FOR UPDATE		District Program Development	N/A
STRUCTURES		All	N/A
UPDATE SCREENS		(9/10) Key Route On / Under <u>1/</u>	N/A
INQUIRY SCREENS		(15/16) Key Route On / Under	(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the letter suffix that is sometimes used in conjunction with the route number when additional route identification is required.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field following the Key Route Number.

Enter the appropriate alphabetic code (A-Z).

Leave blank if there is no alphabetic suffix.

EXAMPLES:

<u>Route Number</u>	<u>Enter</u>
County Highway 23A	A
County Highway 23	(blank)
FAP 6A	A

1/ Enter the code(s) for all Key Routes on / under the structure - not just the one of most importance. The ISIS database will accept an unlimited number of routes.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME KEY ROUTE APPURTENANCE TYPE	ITEM NO. 1D PAGE 1 of 3 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE			N/A
		District Program Development	
STRUCTURES		All	N/A
UPDATE			
SCREENS		(9/10) Key Route On / Under <u>1/</u>	N/A
INQUIRY			
SCREENS		(15/16) Key Route On / Under	(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item identifies each Key Route as the main route or an appurtenance thereof.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code for the designation type as listed below.

EXAMPLES:

<u>Code</u>		<u>Type</u>
0	-	Main Route
1	-	Alternate Route
2	-	Spur
3	-	Wye
4	-	Ramp
5	-	Frontage Road
6	-	Temporary Connection
7	-	Collector-Distributor

1/ Enter the code(s) for all Key Routes on / under the structure - not just the one of most importance. The ISIS database will accept an unlimited number of routes.

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ITEM NAME	KEY ROUTE APPURTENANCE TYPE	ITEM NO.	1D
		PAGE	2 of 3
		EFF. DATE	07/01/02

CODE AND SCREEN ENTRY INSTRUCTIONS

Appurtenance
Type

Description

Mainline	The principal (through) highway carrying traffic in the direction of inventory of the Key Route.
Alternate	The principal (through) highway, separated from the mainline by land dedicated to non-highway use, for a Key Route carrying traffic in the direction opposing the mainline traffic.
Spur	A section of highway, having a direct connection to a Key Route, constructed as an extension to connect to another Key Route or as part of the original Key Route that was left in place after a realignment.
Wye	A short (generally between 0.04 and 0.15 mile) separate section of highway which provides for a turning movement at an intersection.
Ramp	A highway designed to provide access from one route to another within an interchange. Ramps are assigned to the most important (using the hierarchy for Key Route Type) Key Route. If two Key Routes of the same type intersect, use the one with the lowest Key Route Number.
Frontage Road	<p>A roadway appurtenant to a main highway that serves as a means of indirect access to the main highway from adjacent property where right of direct access to the main highway has been extinguished. In addition, intersecting roads or streets relocated as a result of the improvement of the main highway will also be classified as frontage roads when they are:</p> <ol style="list-style-type: none"> (1) Located outside the right-of-way limits of the main highway and their principal function is that of providing property adjacent to the main highway with indirect access to such highway. (2) Located within the right-of-way limits of the main highway, regardless of whether or not service is provided for adjacent property.

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ITEM NAME	KEY ROUTE APPURTENANCE TYPE	ITEM NO.	1D
		PAGE	3 of 3
		EFF. DATE	07/01/02

CODE AND SCREEN ENTRY INSTRUCTIONS

Appurtenance
Type

Description

Temporary Connector A highway provided during construction for routing of traffic from one roadway to another. Once construction is complete the temporary connector designation is removed.

Collector-Distributor An auxiliary roadway, separated laterally but generally parallel to the main highway, which serves to collect and distribute traffic from several access connections between selected points of ingress and egress from the main highway.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NO. 1E PAGE 1 of 1 EFF. DATE 07/01/02	
ITEM NAME		KEY ROUTE SEGMENT	
RESPONSIBLE FOR UPDATE		N/A	
STRUCTURES		N/A	
UPDATE SCREENS		N/A	
INQUIRY SCREENS		N/A	
(9/10) Key Route On / Under <u>1/</u> (15/16) Key Route On / Under		(13/14) Key Route On / Under	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates, for Cook County only, the township in which the township road (Key Route Type of 7), as it relates to the structure, is located.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field.

Enter the appropriate Cook County Township code as specified for Item 3A1 - Township/Road District.

Township/Road District codes are identified in Appendix B.

Leave blank if not a Cook County Township Road.

1/ Enter the code(s) for all Key Routes on / under the structure - not just the one of most importance. The ISIS database will accept an unlimited number of routes.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME KEY ROUTE APPURTENANCE NUMBER	ITEM NO. 1F PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE			N/A
		District Program Development	
STRUCTURES		All	N/A
UPDATE SCREENS		(9/10) Key Route On / Under <u>1</u> /	N/A
INQUIRY SCREENS		(15/16) Key Route On / Under	(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item identifies an appurtenance by its relationship to the Main Route. The Route Station for the main through highway where the appurtenance initially intersects becomes the appurtenance number. In the case where an alternate route intersects the main route more than once, the main route station at the first point of intersection becomes the appurtenance number.

CODE AND SCREEN ENTRY INSTRUCTIONS

A five-digit number, right justified, representing the main route station in thousandths. However, the thousandth position is always zero.

Enter the station in the appropriate spaces, filling any unused spaces with zeros.

Leave this item blank if the Key Route is identified as a main route - not an appurtenance.

EXAMPLES:

<u>Main Route Station</u>	<u>Enter</u>
5.16	05160
23.95	23950

Note: If Key Route Appurtenance Type (Item 1D) is "0" (zero), Key Route Appurtenance Number is always all zeros.

- 1/** Enter the code(s) for all Key Routes on/under the structure - not just the one of most importance. The ISIS database will accept an unlimited number of routes.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME KEY ROUTE STATION	ITEM NO. 1G PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE			N/A
		District Program Development	
STRUCTURES		All	N/A
UPDATE SCREENS		(9/10) Key Route On / Under <u>1/</u>	N/A
INQUIRY SCREENS		(15/16) Key Route On / Under	(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item corresponds to the log mile along the key route(s) at which the structure begins in the direction of increasing mileage.

For the highway(s) ON, record the route station representing the beginning of the structure. For parallel structures with identical stationing, offset either one by 0.01 of a mile.

For the highway(s) UNDER, record the route station where the centerline of the structure intersects the centerline of the highway(s) under.

CODE AND SCREEN ENTRY INSTRUCTIONS

A five-digit number, with 2 positions to the right of the decimal.

Enter the value to hundredths of a mile, filling leading spaces with zeros.

If the milepoint location is at the beginning of the route mileage, code with a nominal value of 000.01 rather than 000.00

EXAMPLES:

<u>Stationing</u>	<u>Enter</u>
12.34 Miles	012.34
1.84 Miles	001.84
100.99 Miles	100.99

1/ Enter the code(s) for all Key Routes on / under the structure - not just the one of most importance. The ISIS database will accept an unlimited number of routes.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME KEY ROUTE DIRECTION OF INVENTORY	ITEM NO. 1H PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE			N/A
		District Program Development	
STRUCTURES		All	N/A
UPDATE SCREENS		(9/10) Key Route On / Under <u>1/</u>	N/A
INQUIRY SCREENS		(15/16) Key Route On / Under	(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the general compass direction, in terms of increasing mileage, of the key route determined at the key route's beginning mile station - not necessarily the key route's direction at the structure location.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Enter the value using one of the following codes for the direction of inventory:

<u>Code</u>	<u>Direction</u>
N	North
E	East
S	South
W	West

DO NOT ENTER this information for structures linked to the Roadway File (IRIS). The computer will automatically transfer the information from IRIS to the Structure database (ISIS). See Item 12 for detailed information concerning structure linking.

- 1/** Enter the code(s) for all Key Routes on / under the structure - not just the one of most importance. The system will accept an unlimited number of routes.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME DISTRICT	ITEM NO. 2 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	Computer Generated		N/A
INQUIRY SCREENS	Top Of All Screens		Top Of All Screens

DESCRIPTION AND PURPOSE OF ITEM

This item is the number of the State Highway District which has the maintenance responsibility for the structure as identified by the Maintenance County entered in Item 3B.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER

This item is computer generated from Item 3B.

<u>District Office</u>	<u>District</u>
Schaumburg	1
Dixon	2
Ottawa	3
Peoria	4
Paris	5
Springfield	6
Effingham	7
Collinsville	8
Carbondale	9

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME STRUCTURE COUNTY	ITEM NO. 3 PAGE 1 of 3 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure		N/A
INQUIRY SCREENS	Top Of All Screens		Top Of All Screens

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the county in which the structure is physically located. Structures located on a county line can be assigned to either county.

The code number constitutes the first three digits of the 7-digit structure identification number. All history is kept by this number and it appears at the top of all data screens.

This item cannot be updated after it has been added to the file. See Item 3A for changes in Inventory County or Item 3B for changes in Maintenance County.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field.

Enter the appropriate code in the first three positions of the seven-digit structure number.

(See County Codes on next page)

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **STRUCTURE COUNTY**

ITEM NO.	3
PAGE	2 of 3
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<u>County</u>	<u>Dist-Code</u>	<u>County</u>	<u>Dist-Code</u>	<u>County</u>	<u>Dist-Code</u>
Adams	6-001	Hardin	9-035	Morgan	6-069
Alexander	9-002	Henderson	4-036	Moultrie	5-070
Bond	8-003	Henry	2-037	Ogle	2-071
Boone	2-004	Iroquois	3-038	Peoria	4-072
Brown	6-005	Jackson	9-039	Perry	9-073
Bureau	2-006	Jasper	7-040	Piatt	5-074
Calhoun	8-007	Jefferson	7-041	Pike	6-075
Carroll	2-008	Jersey	8-042	Pope	9-076
Cass	6-009	JoDaviess	2-043	Pulaski	9-077
Champaign	5-010	Johnson	9-044	Putnam	3-078
Christian	6-011	Kane	1-045	Randolph	8-079
Clark	5-012	Kankakee	3-046	Richland	7-080
Clay	7-013	Kendall	3-047	Rock Island	2-081
Clinton	8-014	Knox	4-048	St. Clair	8-082
Coles	5-015	Lake	1-049	Saline	9-083
Cook	1-016	LaSalle	3-050	Sangamon	6-084
Crawford	7-017	Lawrence	7-051	Schuyler	6-085
Cumberland	5-018	Lee	2-052	Scott	6-086
DeKalb	2-019	Livingston	3-053	Shelby	5-087
DeWitt	5-020	Logan	6-054	Stark	4-088
Douglas	5-021	McDonough	4-055	Stephenson	2-089
DuPage	1-022	McHenry	1-056	Tazewell	4-090
Edgar	5-023	McLean	3-057	Union	9-091
Edwards	7-024	Macon	5-058	Vermilion	5-092
Effingham	7-025	Macoupin	6-059	Wabash	7-093
Fayette	7-026	Madison	8-060	Warren	4-094
Ford	3-027	Marion	7-061	Washington	8-095
Franklin	9-028	Marshall	3-062	Wayne	7-096
Fulton	4-029	Mason	6-063	White	7-097
Gallatin	9-030	Massac	9-064	Whiteside	2-098
Greene	8-031	Menard	6-065	Will	1-099
Grundy	3-032	Mercer	4-066	Williamson	9-100
Hamilton	7-033	Monroe	8-067	Winnebago	2-101
Hancock	6-034	Montgomery	6-068	Woodford	3-102

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	STRUCTURE COUNTY	ITEM NO.	3
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<u>District 1</u>		<u>District 2</u>		<u>District 3</u>	
Cook	016	Boone	004	Ford	027
DuPage	022	Bureau	006	Grundy	032
Kane	045	Carroll	008	Iroquois	038
Lake	049	DeKalb	019	Kankakee	046
McHenry	056	Henry	037	Kendall	047
Will	099	JoDaviess	043	LaSalle	050
		Lee	052	Livingston	053
		Ogle	071	McLean	057
		Rock Island	081	Marshall	062
		Stephenson	089	Putnam	078
		Whiteside	098	Woodford	102
		Winnebago	101		
<u>District 4</u>		<u>District 5</u>		<u>District 6</u>	
Fulton	029	Champaign	010	Adams	001
Henderson	036	Clark	012	Brown	005
Knox	048	Coles	015	Cass	009
McDonough	055	Cumberland	018	Christian	011
Mercer	066	DeWitt	020	Hancock	034
Peoria	072	Douglas	021	Logan	054
Stark	088	Edgar	023	Macoupin	059
Tazewell	090	Macon	058	Mason	063
Warren	094	Moultrie	070	Menard	065
		Piatt	074	Montgomery	068
		Shelby	087	Morgan	069
		Vermilion	092	Pike	075
				Sangamon	084
				Schuyler	085
				Scott	086
<u>District 7</u>		<u>District 8</u>		<u>District 9</u>	
Clay	013	Bond	003	Alexander	002
Crawford	017	Calhoun	007	Franklin	028
Edwards	024	Clinton	014	Gallatin	030
Effingham	025	Greene	031	Hardin	035
Fayette	026	Jersey	042	Jackson	039
Hamilton	033	Madison	060	Johnson	044
Jasper	040	Monroe	067	Massac	064
Jefferson	041	Randolph	079	Perry	073
Lawrence	051	St. Clair	082	Pope	076
Marion	061	Washington	095	Pulaski	077
Richland	080			Saline	083
Wabash	093			Union	091
Wayne	096			Williamson	100
White	097				

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME INVENTORY COUNTY	ITEM NO. 3A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under <u>1/</u>		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the county in which the Key Route(s) on / under the structure are inventoried.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes which are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on Linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 6 for screen entry location).

A three-digit field.

Enter the appropriate code (see list of county codes for Item 3).

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TOWNSHIP/ROAD DISTRICT (INVENTORY)	ITEM NO. 3A1 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under <u>1/</u>		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the Township or Road District of the Inventory County as indicated in Item 3A for each of the Key Routes.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes which are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on Linkage. For those Key Routes that are Linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 10 for screen entry location).

A two-digit field.

Enter the appropriate township or road district code.

Township/Road District codes are identified in Appendix B.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE COUNTY	ITEM NO. 3B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(2) General Inventory 1 (1) Add New Structure <u>1/</u>		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the county where the maintenance responsibility resides. The number entered here is used to computer generate Item 2 - Highway District.

State Maintained: In most cases enter the number for the county in which the structure is physically located. In cases where a Highway District has maintenance responsibility for a structure outside its boundaries, this number should reflect the county within the responsible District that is nearest to the structure in order that the District assignment can be adequately made.

County Maintained: Enter the county that has maintenance responsibility.

Township, Municipal or Other Maintenance: Enter the county in which the agency having maintenance responsibility is located.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field.

Enter the appropriate county code (see list of county codes in Item 3).

1/ This is a required item when adding a new structure to the ISIS database.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE TOWNSHIP	ITEM NO. 3B1 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(2) General Inventory 1 (1) Add New Structure <u>1/</u>		N/A
INQUIRY SCREENS	(1) Inventory Data 1		Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the township responsible for maintenance. The Maintenance Township must always be located within the Maintenance County.

Township or Municipality Maintained: Enter the number for the township or road district with maintenance responsibility for the structure.

State, County or Other Agency Maintained: If Maintenance County (Item 3B) and Inventory County (Item 3A) are the same, enter the same number as the Inventory Township. In cases where the Inventory County and Maintenance County differ, enter the township number for the township within the Maintenance County where the bridge is located.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field.

Enter the appropriate township or road district code.

Township/Road District codes are identified in Appendix B.

1/ This item should be coded when adding a new structure to the ISIS database.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME MUNICIPALITY (CITY)	ITEM NO. 4 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under <u>1/</u>		N/A
INQUIRY SCREENS	15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the Municipality in which the Key Route on / under the structure is physically located.

Cities, villages and towns (incorporated areas) are identified on a list of place names prepared by the U.S. Bureau of Census.

If newly incorporated areas are not listed, the Central Office of Planning and Programming, Data Management Unit should be contacted to obtain a new code number.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes which are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 5 for screen entry location).

A four-digit field.

Enter the appropriate code from Appendix A - Municipality Codes.

If the structure is not located in an incorporated city, town or village, code 0000 (all zeroes).

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **INVENTORY ROUTE (Composite – Item 5A thru 5E)**

ITEM NO.	5A thru 5E
PAGE	1 of 1
EFF. DATE	07/01/02

DESCRIPTION AND PURPOSE OF ITEM

The Inventory Route is composed of five data items that require nine digits to report:

<u>Data Item</u>	<u>Description</u>	<u>Length</u>
5A	Record Type	1 digit
5B	Route Signing Prefix	1 digit
5C	Designated Level of Service	1 digit
5D	Route Number	5 digits (5 digits In NBIS, 4 digits in ISIS)
5E	Directional Suffix	1 digit

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT CODE. This item is a composite used for NBIS purposes only.

See instructions for Items 5A through 5E.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME INVENTORY ROUTE RECORD TYPE	ITEM NO. 5A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	None		None

DESCRIPTION AND PURPOSE OF ITEM

This item identifies whether the Inventory Route is carried "on" the structure or goes "under" the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT CODE. This item is computer generated for NBIS purposes only.

Every Key Route - whether on or under - will have one of the following codes computer generated for it.

<u>Code</u>	<u>Description</u>
1	Key route carried "on" the structure
2	Single key route goes "under" the structure
A through Z	Multiple key routes go "under" the structure

A signifies the first of multiple routes under the structure.
 B signifies the second of multiple routes under the structure.
 Z signifies 26 routes under the structure.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME INVENTORY ROUTE KIND	ITEM NO. 5B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under <u>1/</u>		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of Marked Route or Unmarked Route carried on or under the structure. The ISIS database will accommodate up to three Marked Routes per Key Route.

CODE AND SCREEN ENTRY INSTRUCTIONS

- 1/ This item can only be updated through ISIS for those Key Routes which are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 39 for screen entry location).

A one-digit field.

Enter on the Key Route On or Under screens the appropriate code from the list below. Routes must be entered in the hierarchy shown (up to three Marked Routes for each Key Route) in the area of the update screen labeled "KIND: #1 #2 #3."

EXAMPLES:

	<u>Code</u>	<u>Designation</u>
<u>MARKED</u> <u>HIGHWAYS</u>	1	Interstate highways, marked Interstate
	2	U.S. Numbered highways, marked U.S.
	3	State highways, marked Illinois
<u>UNMARKED</u> <u>HIGHWAYS</u>	4	FAS, CH or TR's unmarked
	5	Municipal Streets
	6	Federal Lands roads
	7	State Lands roads
	8	Other (includes toll roads not otherwise identified)

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME INVENTORY ROUTE DESIGNATION	ITEM NO. 5C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under <u>1/</u>		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Rte On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item, used in conjunction with Item 5B, indicates the type of Marked Route(s) the Key Route carries, or the appurtenance type if the Key Route is not marked. The ISIS database will accommodate up to three Marked Routes per Key Route.

CODE AND SCREEN ENTRY INSTRUCTIONS

- 1/** This item can only be updated through ISIS for those Key Routes which are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 39 for screen entry location).

A one-digit field.

Enter the appropriate code (in conjunction with Item 5B) from the following list on the Key Route On or Under Update screens. Up to three Marked Routes for each Key Route may be entered in the area of the screen labeled "Desig: #1 #2 #3."

EXAMPLES:

<u>Code</u>	<u>Designation</u>
1	Mainline
2	Alternate
3	Bypass (marked routes only)
4	Spur (unmarked routes only)
6	Business or Loop (marked routes only)
7	Ramp or Wye (unmarked routes only)
8	Service Road or Frontage road (unmarked routes only)

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME INVENTORY ROUTE NUMBER		ITEM NO. 5D PAGE 1 of 1
			EFF. DATE 07/01/02
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Program Development		NA
STRUCTURES	All		NA
UPDATE SCREENS	(9/10) Key Route On / Under 1/		NA
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item, used in conjunction with Items 5B and 5C, indicates the Marked Route number(s) the Key Route carries. For Unmarked Routes, the Key Route number is to be shown. The ISIS Database will accommodate up to three Marked Routes per Key Route.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes which are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 39 for screen entry location).

A four-digit field, right justified.

Enter the route number, in conjunction with Items 5B and 5C, on the Key Route On or Under Update screens. Up to three route numbers for each Key Route can be recorded on the update screens in the area labeled: "NBR: #1 #2 #3."

EXAMPLES:

<u>Designation</u>	<u>Enter</u>
US 36	0036
CH 17	0017
TR 1A	001A
MUNI 2545A	2545

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME INVENTORY ROUTE DIRECTIONAL SUFFIX	ITEM NO. 5E PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	None		None

DESCRIPTION AND PURPOSE OF ITEM

This item is the directional suffix to the Marked Route Number when it is part of the number. The system will accommodate up to three Marked Routes per Key Route.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT CODE.

There are no directional suffixes to marked routes in Illinois.

All Illinois marked routes have a directional suffix of "0".

This item will be computer generated for NBIS purposes only.

<u>Code</u>	<u>Designation</u>
0	Not applicable
1	North
2	East
3	South
4	West

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME FEATURE CROSSED and DESIGNATED CRITICAL FACILITY	ITEM NO. 6 & 6A PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(2) General Inventory 1 (1) Add New Structure		N/A
INQUIRY SCREENS	All Screens (Except Screens 2 & 3, Inventory Data 2 & 3, & Screen 12, Permit Analysis by Structure.)		All Screens Except Screens 2 & 3 of (1) - Inventory Data

DESCRIPTION AND PURPOSE OF ITEM

This item (Item 6) indicates the name or description of the natural or man-made feature being crossed over by the structure and also contains the critical facility indicator (Item 6A). The description (Item 6) should be as distinguishable as possible to allow accuracy in locating the structure.

Local road, street names or colloquial names should also include route numbers if applicable.

An asterisk (*) in the 20th position of Item 6 is used to identify a structure on a designated defense highway considered to be a critical facility as defined in the Federal Aid Policy Guide (FAPG). The 20th position is considered Item 6A when an asterisk is present.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 20-digit field, left justified, includes letters, numbers, spaces between words, and special characters. The 20th position of this data item is used to indicate the structure is a critical facility, when applicable.

Abbreviations may be used as long as they are not ambiguous. Refer to Appendix I, figure 1.1 for a list of suggested abbreviations for descriptive items. Punctuation can be omitted if not needed for clarity.

Leave all unused spaces blank.

EXAMPLE: "Wabash Ave, ILL. 54"

SPECIAL NOTE:

A structure on a designated defense highway considered to be a critical facility shall be identified by an asterisk in the 20th position. **Do not code an asterisk in the 20th position for any other reason.** The list of designated critical facilities follows. Any additions or deletions to the list as currently defined shall be coordinated with the Central Office of Planning & Programming, Data Management Unit.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	FEATURE CROSSED and DESIGNATED CRITICAL FACILITY	ITEM NO.	6 & 6A
		PAGE	2 of 2
		EFF. DATE	07/01/02

DESIGNATED CRITICAL FACILITIES

<u>District</u>	<u>Structure Number</u>	<u>Route</u>	<u>Feature Crossed</u>
1	0459924	I-90 EB	Fox River
1	0459925	I-90 WB	Fox River
1	0459928	I-88	Fox River
1	0990056	I-80 EB	DesPlaines River
1	0990057	I-80 WB	DesPlaines River
2	0370021	I-80 SB	Rock River
2	0370022	I-80 NB	Rock River
2	0780001	I-180	Illinois River
2	0810011	I-80	Mississippi River
2	0810106	I-280	Mississippi River
6	0090001	US 67	Illinois River
6	0750122	US 72 EB	Illinois River
6	0750123	US 72 WB	Illinois River
7	0970003	I-64 EB	Wabash River
7	0970004	I-64 WB	Wabash River
8	0600035	I-270	Mississippi River
8	0670019	I-255 EB	Mississippi River
8	0670020	I-255 WB	Mississippi River
8	0820004	I-55, 64, 70; US 40	Mississippi River
9	0020022	I-57	Mississippi River
9	0640035	I-24	Ohio River

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME FACILITY CARRIED	ITEM NO. 7 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	All Screens (Except Screens 2 & 3, Inventory Data 2 & 3, & Screen 12, Permit Analysis by Structure)		All Screens Except 2 & 3 of (1) – Inventory Data

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the name or description of the facility being carried on the structure. The description should be as distinguishable as possible to allow accuracy in locating the structure.

Local road, street names or colloquial names should also include route numbers if applicable.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 20-digit field, left justified, includes letters, numbers, spaces between words, and special characters.

Abbreviations may be used as long as they are not ambiguous. Refer to Appendix C, page C-1 for a list of suggested abbreviations for descriptive items. Punctuation can be omitted if not needed for clarity.

For parallel structures, indicate the direction of traffic flow carried on each structure being inventoried.

Leave all unused spaces blank.

EXAMPLE:

ILL 54 WABASH AVE
 I55 SB & US 36 WB
 B&O RAILROAD
 PEDESTRIAN BRIDGE

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BRIDGE NAME	ITEM NO. 7A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	All Screens (Except Screens 2 & 3, Inventory Data 2 & 3, & Screen 12, Permit Analysis by Structure)		All Screens Except 2 & 3 of (1) - Inventory Data

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the posted name of a bridge. The posted name may be erected at the entrance to the bridge or on the bridge nameplate.

If no formal name is posted, a known official name or widely known local name may be used.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 20-digit field, left justified, includes letters, numbers, spaces between words and special characters.

Enter the full name of the bridge, as complete as possible, beginning in the first available space.

Abbreviations may be used as long as they are not ambiguous or confuse the actual name.

Leave all unused spaces blank.

EXAMPLES:

Lincoln Memorial
Poplar Street

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME STRUCTURE SEQUENCE NUMBER	ITEM NO. 8A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure		N/A
INQUIRY SCREENS	Top of All Screens		Top of All Screens

DESCRIPTION AND PURPOSE OF ITEM

This item is a PERMANENT four-digit number assigned to each structure which, when combined with Item 3 - Structure County - forms a unique number for each structure in the state. This number facilitates data management and interagency communications concerning structures.

Twin or parallel structures are numbered individually. A structure with a closed median is considered as one structure, not two.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, right justified.

Enter the appropriate number in the last four digits of the seven-digit structure number.

The structure numbers allotted to each district range from 0001 through 9999.

Districts may arrange blocks of numbers to identify categories of bridges at their discretion. However, there is no required statewide scheme for this purpose. Specific bridge maintenance categories will be indicated only by Item 21, Maintenance Responsibility.

Once a number has been assigned, it is a permanent ID number and will not be changed to reflect future changes in any categorical scheme.

New structures are to be assigned numbers using the next available number in the appropriate category by district scheme.

Refer to Section E, Identification by Structure Number, in the Introduction for additional instructions regarding the assignment of numbers.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BRIDGE REMARKS (GENERAL)	ITEM NO. 8A1 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item provides general comments about the bridge. Operational "status remarks" are not to be recorded here, but should be recorded in Item 41B, Bridge Status Remarks.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 79-digit field.

Enter appropriate comments beginning at the first space available using any combination of letters, numbers, symbols and spaces. Abbreviations can be used as long as they are not ambiguous.

Leave all unused spaces blank.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MULTI-LEVEL STRUCTURE NUMBER	ITEM NO. 8B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the structure number of the bridge immediately over the one being inventoried at multi-level structure locations.

CODE AND SCREEN ENTRY INSTRUCTIONS

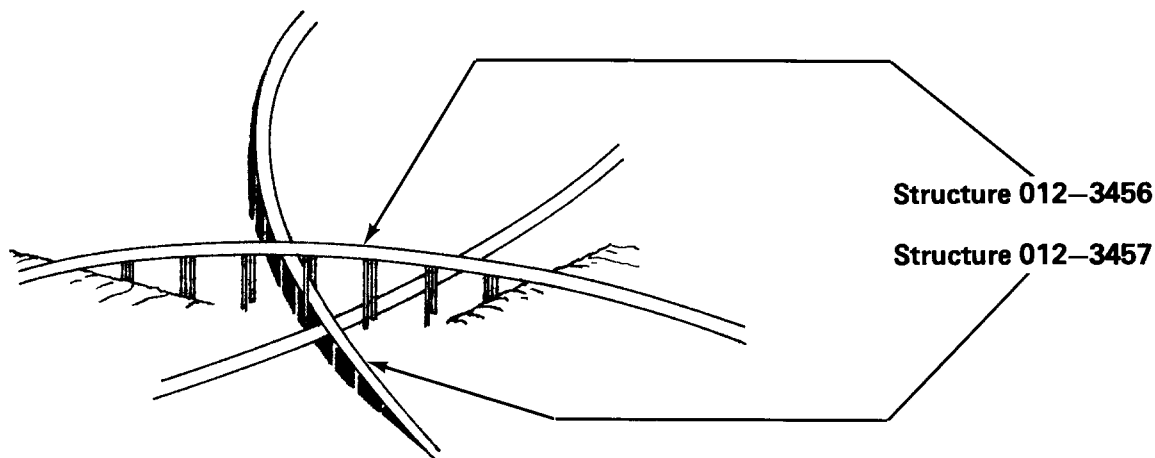
A four-digit field.

Enter the four-digit sequence number (Item 8A – Structure Sequence Number) of the 7-digit structure number assigned to the structure immediately overhead. The first three digits of the 7-digit structure number (Item 3-Structure County) are not recorded since both structures are in the same county. This item is associated with multi-level interchanges.

EXAMPLE:

Structure 012-3456 crosses over structure 012-3457. Structure 012-3457 is being inventoried.

Enter: 3456 in Item 8B for the inventory record of 3457.



HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME RAILROAD CROSSING NUMBERS	ITEM NO. 8C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the unique permanent number assigned to each railroad crossing by the railroad company. It is used for referencing purposes.

CODE AND SCREEN ENTRY INSTRUCTIONS

Two seven-digit fields are provided for identification of a maximum of two railroad lines crossing at the bridge.

Enter the appropriate seven-digit number(s) in the field(s) provided.

Leave blank if not applicable.

EXAMPLES:

260632Y
260799K
069891N

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BRIDGE REPLACES NUMBER	
		ITEM NO. 8D PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item is used to cross-reference a new (or proposed) structure with the structure that it replaces (or will replace). It aids in maintaining history of the crossing that is accommodated at this location.

CODE AND SCREEN ENTRY INSTRUCTIONS

A seven-digit field.

Enter the structure number of the structure being replaced in the spaces allocated.

This item should be entered into the ISIS database at the same time a new structure's record is added.

Leave blank if not applicable.

EXAMPLE:

New bridge being added is replacing old bridge #011-3002.

Enter: 0113002

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME PROPOSED REPLACEMENT BRIDGE NUMBER	ITEM NO. 8E PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item is used to cross-reference a structure being replaced with the structure number that replaces it or will replace it. It aids in maintaining history of the crossing that is accommodated at this location.

NOTE: Item Name formerly known as "Bridge Replaced By Number".

CODE AND SCREEN ENTRY INSTRUCTIONS

A seven-digit field.

Enter the new structure number in the spaces allocated.

Enter the new structure number into the ISIS database as soon as it is assigned for a proposed structure during a bridge replacement project.

Leave blank if not applicable.

If an existing structure is replaced by a grade crossing, enter the appropriate three-digit county number followed by four zeros.

If an existing structure is not replaced and the crossing is closed, leave blank.

EXAMPLE:

A structure in Adams County is replaced with a grade crossing, enter: 0010000 .

A structure in Cook County is taken out and barricaded: do not enter a value; leave blank .

A structure in Christian County is being replaced by structure number 011-0199,

Enter: 0110199 .

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME LOCATION DESCRIPTION	ITEM NO. 9 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All Structures		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	All Screens (Except Screens 2 & 3, Inventory Data 2 & 3, & Screen 12, Permit Analysis by Structure)		All Screens Except Screens 2 & 3 of (1) - Inventory Data

DESCRIPTION AND PURPOSE OF ITEM

This item is a description of the structure location as it appears on the General Highway Map. It is used to assist in locating the structure in the field or from the office. This description should be keyed to distinguishable map features such as route junctions, Rural Reference Coordinates, township - range sections, street names, rivers, railroads, etc. Reference to features that are known primarily only in the locality of the structure (e.g. "Jones Corner") should be avoided in the location description.

Local agency structures in rural areas on roads not numbered on the General Highway Map (i.e. Township Roads) in counties where the "Rural Reference Coordinates" grid system is used, should use that system in the location description. As an alternative, the relative location within a given section number of a township and range may be used.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 20-digit field, left justified, including letters, numbers, special characters and spaces. All unused spaces are to be left blank.

Abbreviations may be made as long as they are not ambiguous. Punctuation can be omitted if not needed for clarity.

EXAMPLES:

- 1). A structure on U.S. Route 30 crosses Pisgah Creek 1.5 miles west of the intersection with Ill. Route 7:

(Item 9)-LOCATION DESCRIPTION: 1.5 MI W ILL 7

- 2). A structure on a township road in Coles County 11.00 miles north and 14.25 miles west of the origin (000N,000E) of the county's Rural Reference Coordinates grid system:

(Item 9)-LOCATION DESCRIPTION: 1100N 1425W

(Continued on Next Page)

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ITEM NAME	LOCATION DESCRIPTION	ITEM NO. 9	
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- 3). The location description of the structure described in "b." may also be by its relative location in the southwest corner of Section 26, Township 13 North and Range 7 East:

(Item 9)-LOCATION DESCRIPTION: SW SEC 26 T13N R7E

- 4). A structure on a FAS Route 1256 crosses a creek 3.3. miles south of County Highway W235.

(Item 9)-LOCATION DESCRIPTION: 3.3 MI S CH W235

- 5). Oak Street in Redbud crosses a creek between 7th and 8th Streets:

(Item 9)-LOCATION DESCRIPTION: ON OAK ST W OF 8TH

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME 10-FOOT VERTICAL CLEARANCE (South/East, North/West)	ITEM NO. 10A, 10B PAGE 1 of 3 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under <u>1/</u>		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the practical maximum unobstructed vertical clearance provided for free passage of vehicular traffic along a route without regard to lane markings. The minimum vertical clearance for a 10-foot width of the pavement or traveled part of the roadway where the clearance is greatest shall be recorded and coded in feet and inches. (See Appendix C Figure 7.1)

This information is used to safely route vehicles with loads that exceed legal size limitations.

This item can be obtained through field measurement ONLY. If in question, contact the district Bureau of Operations.

CODE AND SCREEN ENTRY INSTRUCTIONS

- 1/ This item can also be updated via the IRIS file Item 153, for those Key Routes that are linked. See ISIS Item 12 for information on linkage. Entry is transferred immediately between the two databases. For those Key Routes that are not linked, entry is recorded in the ISIS file only.

A four-digit measurement.

Record the appropriate measurement in feet and inches. The first two digits indicate feet and the second two digits indicate inches. Right justify each field and fill unused positions with zeros.

Round dimension measurements down to the nearest inch.

For structures with one roadway either on or under the structure, enter the 10-foot minimum vertical clearance over the inventory route (without regard to where it occurs across the pavement) in Item 10A, "South/East" column of the 10 Ft Vertical field on the update screens.

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ITEM NAME	10-FOOT VERTICAL CLERANCE (South/East, North/West)	ITEM NO.	10A , 10B
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For structures with two roadways either on or under the structure, enter the 10-foot minimum vertical clearance over the inventory route (without regard to where it occurs across the pavement):

- In Item 10A for the southbound or eastbound direction of traffic
("South/East" column of the 10 Ft Vertical field on the update screens)
- In Item 10B for the northbound or westbound direction of traffic
("North/West" column of the 10 Ft Vertical field on the update screens)

(Note: "direction of traffic" refers to cardinal compass direction of traffic at the structure and correlates to neither IRIS Route Direction – Compass nor Route Station.)

When no restriction exists over the roadway, enter 9911.

EXAMPLES:

See page 3 of 3.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME 10-FOOT VERTICAL CLEARANCE (SOUTH/EAST, NORTH/WEST)

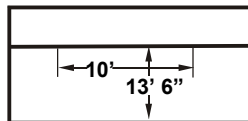
ITEM NO. 10A, 10B

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EXAMPLES:

One Roadway



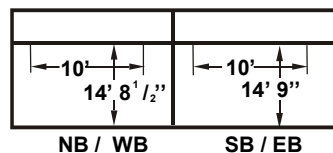
ITEM 10A

South/East Vertical
Minimum 10 ft Min
13' 06"

ITEM 10B

North/West Vertical
Minimum 10 ft Min

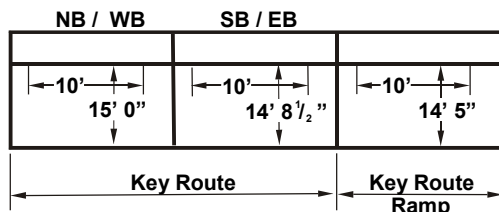
Two Roadways



South/East Vertical
Minimum 10 ft Min
14' 09"

North/West Vertical
Minimum 10 ft Min
14' 08"

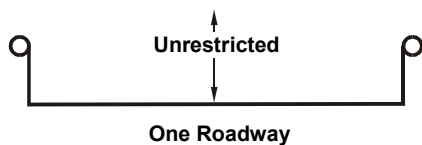
More Than Two Roadways



South/East Vertical
Minimum 10 ft Min
14' 08"
14' 05"

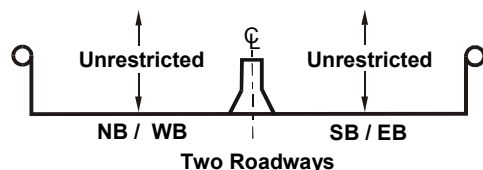
North/West Vertical
Minimum 10 ft Min
15' 00"

No Overhead Restriction



South/East Vertical
Minimum 10 ft Min
99' 11"

North/West Vertical
Minimum 10 ft Min



South/East Vertical
Minimum 10 ft Min
99' 11"

North/West Vertical
Minimum 10 ft Min
99' 11"

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME INVENTORY ROUTE MILEPOINT (ON/UNDER)	ITEM NO. 11 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	None		None

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the milepoint referenced at the beginning of the structure in the direction of increasing mileage of the inventory route.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER

A six-digit field recorded to the thousandth's position. This item will be computer generated for NBIS purposes using key route stationing. See Item 1G for information regarding Key Route Station.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME LINK INDICATOR	ITEM NO. 12 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item provides the method whereby the route specific data items can be extracted from the IRIS file and thus eliminates a duplication of entry. When the Key Route and station on ISIS match a Key Route and station on IRIS and the link indicator is set to 'Y' (YES); the following items will automatically transfer from IRIS to ISIS:

ISIS Item numbers: 3A, 3A1, 4, 5, 10A&B, 25, 26, 29, 30, 53, 54B1/B2, 104, 109 & 110.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Code

Description

- | | |
|-----------------|--|
| Y | Key Route 'is Linked' to IRIS file |
| N | Key Route 'is not Linked' to IRIS file |
| X ^{1/} | Key Route 'is not Linked' because IRIS file indicates that the road is not open to public travel. This may be due to the route does not exist or the stationing is beyond the end of the |

Enter the letter 'Y' when attempting to link the ISIS Key Route to the IRIS Key Route. Linking should be accomplished using the 'ADD' function for those transactions where the Key Route screen is being initially created. Use the 'CHANGE' transaction when changing from Not Linked (N) to Linked (Y).

When attempting to link, a value must be entered in the field CNTY/MUNI: (found directly below the structure number). When linking a Key Route (other than a municipal street), the three-digit inventory county for the Key Route must be entered. For municipal street Key Routes, code the four-digit municipality code.

^{1/} NOTE: The code 'X' will appear whenever attempting to link an IRIS Key Route that is coded 'NOT OPEN TO PUBLIC TRAVEL'. This indicates that linking should not occur. The 'not open' status on the IRIS file will have to be changed to allow for linking, or the link indicator on ISIS should be changed to 'N'. An indicator of 'X' is not considered valid and should always be changed.

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ITEM NAME **NOT USED; RESERVED FOR FHWA**

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HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME LATITUDE	ITEM NO. 16 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure, Screen 2 <u>1/</u> (3) General Inventory 2 <u>1/</u>		N/A
INQUIRY SCREENS	(3) Inventory Data 3		N/A (Note: State Plane Coordinates visible on General Inventory 3 of 3)

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the structure's latitude relative to the structure's physical location.

For structures linked to the IRIS file, the latitude will be calculated by computer overnight following the entry (during the daytime hours) of valid Key Route/On or Key Route/Under information into the ISIS database.

For structures not linked to the IRIS file, code the appropriate degrees, minutes and seconds (to the hundredths of seconds) that pertain the structure's location.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes which are **NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage.** For those Key Routes that are linked, the item's value is automatically calculated by computer program overnight and entered into the ISIS database.

An eight-digit field with two decimal positions.

Enter the appropriate degrees, minutes, seconds and hundredths of seconds. The minimum and maximum values for latitude, as taken from the FHWA Data Edit computer programs, are:

Minimum: 36 58 12.00
Maximum: 42 30 48.00

EXAMPLE:

The latitude for a structure in Cook county is 41 degrees, 56 minutes, 21 and 50 hundredths seconds.

Enter: 41 56 21.50

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME LONGITUDE	ITEM NO. 17 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(3) General Inventory 2 (1) Add New Structure		N/A
INQUIRY SCREENS	(3) Inventory Data 3		N/A (Note: State Plan Coordinates visible on General Inventory 3 of 3)

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the structure's longitude relative to the structure's physical location.

For structures linked to the IRIS file, the longitude will be calculated by computer overnight following the entry (during the daytime hours) of valid Key Route/On or Key Route/Under information into the ISIS database.

For structures not linked to the IRIS file, code the appropriate degrees, minutes and seconds (to the hundredths of seconds) that pertain the structure's location.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes which are **NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage.** For those Key Routes that are linked, this item's value is automatically calculated by computer program overnight and entered into the ISIS database.

An eight-digit field with two decimal positions.

Enter the appropriate degrees, minutes, seconds and hundredths of seconds. The minimum and maximum values for longitude, as taken from the FHWA Data Edit computer programs, are:

Minimum: 87 29 42.00
Maximum: 91 30 48.00

EXAMPLE:

The longitude for a structure in Williamson county is 89 degrees, 4 minutes, 23 and 10 hundredths seconds.

Enter: 89 04 23.10

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ITEM NAME **NOT USED; RESERVED FOR FHWA**

ITEM NO.	18
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HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME BYPASS LENGTH	ITEM NO. 19 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

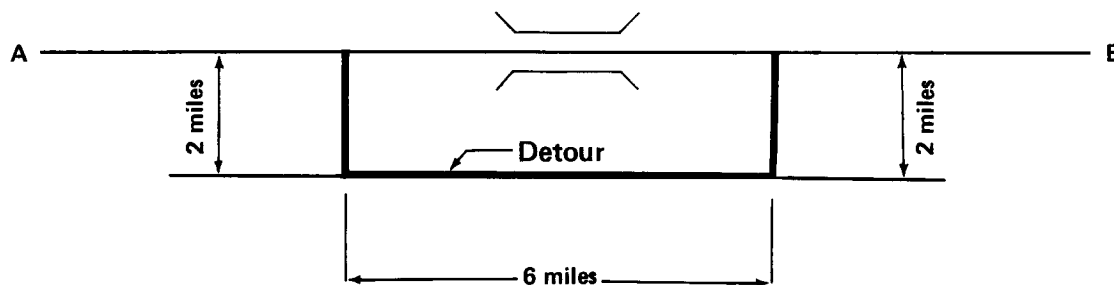
This item considers the length of bypass required if the structure is closed to traffic. The additional travel distance required, following a designated detour over a road or bridge of equal or greater quality, is reported in Bypass Length. Consider the potential for moving the predominance and type of traffic being served when making this judgment.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field. Enter the additional travel length required to the nearest mile. Right justify and fill leading space(s) with zero(s) when appropriate.

EXAMPLES:

<u>Situation</u>	<u>Enter</u>
Temporary ground level bypass available	00
Structure bypassable utilizing interchange ramps	00
Structure over wide river, not bypassable, 21.4 miles additional travel	21
Structure (not an interchange) bypassable using parallel structure	01
Structure not bypassable, 108 miles additional travel required.	99



Additional travel from A to B = 4 miles

Enter: 04

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TOLL FACILITY INDICATOR	ITEM NO. 20 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All Structures		N/A
UPDATE SCREENS	(1) Add New Structure		N/A
	(2) General Inventory 1		
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the toll status of the structure.

The Toll Facility Indicator is used to associate needs with toll and non-toll facilities.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code as listed below:

Code

Designation

Free Road - (The bridge is toll free and carries a toll free highway):

0 ----- No toll

Toll Bridges - (Tolls are paid specifically to use the structure):

- 1 ----- State owned
- 2 ----- County owned
- 3 ----- City owned
- 4 ----- Other publicly owned
- 5 ----- Privately owned

Toll Roads - (Tolls are paid to use the toll road facility which includes use of the bridge):

- 6 ----- Toll road
- 7 ----- On Interstate toll segment under Secretarial Agreement.
Structure functions as a part of the toll segment.
- 8 ----- Toll bridge is a segment under Secretarial Agreement. Structure
is separate agreement from highway segment.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME MAINTENANCE RESPONSIBILITY	ITEM NO. 21 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure 1/		
	(2) General Inventory 1 2/		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This two-digit code identifies the agency(s) responsible for assuring that the needed repairs are made to the structure.

If more than one agency are jointly responsible, report the agencies in the order of primary and secondary responsibility. If equally responsible, report the agencies in the order of hierarchy as listed below. If only one agency is responsible, code "0" (zero) in the first position and the agency code in the second.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field.

Enter the appropriate code(s) as listed below.

<u>Code</u>	<u>Description</u>	<u>Code</u>	<u>Description</u>
0	Unknown, or a placeholder code for the first position if only one agency is responsible	A	State Park, Forest or Reservation (excludes IL Dept. of Natural Resources)
1	Illinois Department of Transportation	B	Local Park, Forest, or Reservation
2	Illinois Tollway Commission	C	Other State Agency (Not listed)
3	County	D	Other Local Agency (Not listed)
4	Municipality	E	Local Toll Authority
5	Other Federal Agencies (Not listed below)	F	US Forest Service
6	Railroad	G	National Park Service
7	Other or Private (Not listed below)	H	Corps of Engineers/Military Reservation
8	Adjacent state	I	IL Dept. of Natural Resources
9	Township or Road District		

1/ The system requires a value be entered when adding a new structure.

2/ The system requires a valid entry be present in this data field whenever any data item is updated on the General Inventory 1 Update Screen, option 2 from the District Update Menu.

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ITEM NAME **MAINTENANCE RESPONSIBILITY**

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NOTE: The code for a single agency is preceded by a zero.

EXAMPLES:

<u>Designation</u>	<u>Enter</u>
Township	09
IDOT, County (Equal Responsibility)	13
IDOT, County, Township (IDOT Primary)	13
RR-Other Local Agency (Other Local Agency Primary)	D6
Unknown	00

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME OWNER	ITEM NO. 22 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	None		None

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the actual owner(s) of the bridge. This item is required for the NBIS; however, for the purposes of the Illinois structure system, ownership is interpreted to mean the same as maintenance responsibility.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT CODE

This item is computer generated for NBIS purposes using the same value as recorded in Item 21 - Maintenance Responsibility.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NO. 22A PAGE 1 of 1 EFF. DATE 07/01/02	
ITEM NAME REPORTING AGENCY			
ISIS		MMIS	
RESPONSIBLE FOR UPDATE	District Program Development	N/A	
STRUCTURES	All	N/A	
UPDATE SCREENS	(1) Add New Structure 1/ (2) General Inventory 1 2/	N/A	
INQUIRY SCREENS	(1) Inventory Data 1	Inventory Data 1 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the agency that is reporting data for the structure. It serves as the "key" between the MMI and ISIS databases.

Those structures which have a value of "1" (IDOT Bureau of Maintenance) are the only structures whose inspection, microfilm, inspection interval, and selected other data items' information can be updated through the MMI system. All other codes (0 and 2-9) are considered "Local" in this context and can only be updated through ISIS.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field

Enter the appropriate code for each structure.

<u>Code</u>	<u>Agency</u>
1	Illinois Department of Transportation-Bureau of Maintenance
2	Illinois Department of Transportation-Bureau of Local Roads
3	County
4	Municipality
5	Federal
6	Railroad
7	Illinois Department of Natural Resources
8	Illinois Tollway Authority
9	Township or Road District
0	Other or Private

1/ The system requires a value be entered when adding a new structure.

2/ The system requires a valid entry be present in this data field whenever any data item is updated on the General Inventory 1 Update Screen, option 2 from the District Update Menu.

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ITEM NAME **NOT USED; RESERVED FOR FHWA**

ITEM NO.	23-24
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HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME URBAN AREA	ITEM NO. 25 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under 1/		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14/) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the urban area, if any, in which the structure is located. An urban designation identifies an area as having a population of 5,000 or more.

This information is used to organize structure data geographically.

This item can be determined by using the appropriate Federal Aid System and 5-Year Classification map or, if in question, by contacting the Bureau of Statewide Planning.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes that are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 8 for screen entry location and list of codes).

A four-digit numeric code, right justified.

Enter the appropriate code, filling leading spaces with zeros.

Record "0000" for structures not located within an urban area.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME FUNCTIONAL CLASS (ON / UNDER)	ITEM NO. 26 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under 1/		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the character of service provided by the route on and/or under the structure in relation to the complete highway network.

This information is used to group highway data by character of service for funding purposes.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes that are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item's value is automatically extracted from the IRIS database and all updates must be made via that file. (See IRIS Item 57 for screen entry location).

A two-digit field.

<u>Code</u>	<u>Classification</u>
10	Interstate (PAS)
20	Freeway and Expressway (Urban Only) (PAS)
30	Other Principal Arterial (PAS)

Non-Urban Area Only

40	Minor Arterial
50	Major Collector
55	Minor Collector
60	Local Road or Street

Urban Area Only

70	Minor Arterial
80	Collector
90	Local Road or Street

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **CONSTRUCTION INFORMATION**

ITEM NO.	Composite
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DESCRIPTION AND PURPOSE OF ITEM

Construction information is made up of nine data items:

ITEM

27 Original, Reconstruction, or Maintenance/Repair Indicator - This item is the key to interpreting certain items that follow regarding construction information.

If "R" is coded here, all information that follows refers to the structure's reconstruction and not to the original plans. If "M" is coded, all information that follows refers to the maintenance/repair of the structure. An "O" code refers to the original construction (original plans) at the time the structure was originally built. Along with Item 27A, this item forms a key to each construction, reconstruction, and maintenance/repair record.

27A Construction Year

27B Construction Route Number

27C Construction Section Number

27D Construction Station Number

27E Construction Contract Number

27F Federal Aid Project Number

27G Built by (Agency)

27H Construction Remarks

CODE AND SCREEN ENTRY INSTRUCTIONS

Reference the individual Data Item Description pages for a detailed discussion of each item.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME CONSTRUCTION TYPE INDICATOR	ITEM NO. 27 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(5) Construction/Reconstruction History		N/A
INQUIRY SCREENS	(8) Construction/Reconstruction History		(7) Construction / Reconstruction

DESCRIPTION AND PURPOSE OF ITEM

This item indicates whether the type of construction history information is for the Original construction (O) (note: an alpha "O", not a numeric zero), Reconstruction (R), or Maintenance/Repairs (M) of the structure. Code "X" is reserved for unique situations.

Original construction (O) pertains to the original building of the structure. A single structure number should never have more than one Construction Type Indicator record coded "O".

Reconstruction (R) is defined as the work necessary to bring the structure up to acceptable standards for the system on which it is located. Normally, this would eliminate all structural deficiencies and safety defects of the structure.

Maintenance/Repairs (M) is defined as any work that does not meet the definition of Reconstruction.

As a guide to determine if the construction should be recorded as Reconstruction or Maintenance/Repairs, inquire on the inspection report recorded after the construction was completed (Menu Selection # 4). The condition rating items should all have a value of '7' or greater and the appraisal items should all be '6' or greater to qualify as Reconstruction. Any construction that does not meet these criteria should be considered as Maintenance/Repairs. An exception can be made for the rehabilitation of through trusses. If the extent of the construction removes all the deficiencies except for its geometry, this should be considered as Reconstruction in as much as this type of structure cannot be widened to eliminate its geometric deficiency.

If the final inspection is not available prior to the recording of this item, use your best engineering judgment. This item can easily be changed when the final inspection becomes available.

Code "X" is reserved for use with structures whose structure numbers have been inadvertently reused. Example: a structure 000-1234 was originally built in 1924 (Item 27 coded "O"), completely removed in 1968 and a new structure erected 1200 feet from the original. However, the same structure number 000-1234 was given to the replacement structure (when a new structure number should have been assigned). Because the error was not detected within a reasonable amount of time, the same structure number has been recording information in ISIS for two totally different structures. The "X" code will be used to differentiate between the old and the

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ITEM NAME **CONSTRUCTION TYPE INDICATOR**

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new structures' history, inventory and inspection information on the ISIS database and in the stored archive records of ISIS data. The 1924 Construction Type record's code "O" will be changed to "X" with a notation made in the Remarks field as to the date the structure was replaced. The 1968 Construction Type's record will be given the "O" code. Contact the Central Office, Data Management Unit, prior to assigning the "X" code.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter a value for all structures.

<u>Code</u>	<u>Construction Type Indicator</u>
O (alpha O, not zero)	Original
R	Reconstruction
M	Maintenance/Repairs
X	Used only in unique situations. Contact the Central Office, Bureau of Urban Program Planning, Data Management Unit, prior to use.

Note: Formerly named "Original/Reconstruction Indicator"

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME CONSTRUCTION YEAR	ITEM NO. 27A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(5) Construction / Reconstruction History		N/A
INQUIRY SCREENS	(8) Construction / Reconstruction History		(7) Construction / Reconstruction

DESCRIPTION AND PURPOSE OF ITEM

This item is to record the calendar year of the construction, reconstruction, or maintenance/repair of the structure as indicated by Item 27, Construction Type Indicator.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field.

This field must be coded for the Construction/Reconstruction record to be accepted into the ISIS database.

Code all four digits of the calendar year in which the construction, reconstruction or maintenance/repair of the structure was 90% or more completed.

If the year is unknown, provide a best estimate.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CONSTRUCTION ROUTE NUMBER	ITEM NO. 27B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(5) Construction / Reconstruction History		N/A
INQUIRY SCREENS	(8) Construction / Reconstruction History		(7) Construction / Reconstruction

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the FAI, FAP, FAS, SBI, CH or other route designation that was part of the structure's construction identity.

CODE AND SCREEN ENTRY INSTRUCTIONS

A seven-digit field.

Left justify and leave unused positions blank.

Code the actual route designation appearing on the construction plans.

EXAMPLE:

A structure constructed on FAI 55 & 70.

CONSTRUCTION ROUTE ENTER: FAI 55

A structure on County Highway 15 for which all deficiencies have been eliminated in order to bring it to currently acceptable standards (reconstruction).

CONSTRUCTION ROUTE ENTER: CH 15

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CONSTRUCTION SECTION NUMBER	ITEM NO. 27C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(5) Construction / Reconstruction History		N/A
INQUIRY SCREENS	(8) Construction / Reconstruction History		7) Construction / Reconstruction

DESCRIPTION AND PURPOSE OF ITEM

This item identifies a code that is applied to each improvement to indicate the type of work being done and the continuity of work along the route.

The Construction Section Number, along with the Construction Route, forms a unique identification of the structure. It allows distinct reference to actual construction plans and records.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 25-digit field, left justified.

Omit the word "Section" and begin entry in the first position provided. Enter the number exactly as it appears on construction plans, utilizing numbers, letters, symbols and punctuation.

EXAMPLE:

<u>Designation</u>	<u>Enter</u>	
Section 102, 103 (VB-1)	102, 103 (VB-1)	

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CONSTRUCTION STATION NUMBER	ITEM NO. 27D PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(5) Construction / Reconstruction History		N/A
INQUIRY SCREENS	(8) Construction / Reconstruction History		(7) Construction / Reconstruction

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the construction station number for the structure as indicated on the design plans.

Record the construction route station number for the midpoint of the structure along its longitudinal centerline.

When a structure crossing a highway has been assigned a construction section according to the construction route designation for the highway that it crosses, the number of the construction route station for the intersection of the center lines of the two highways is to be used.

CODE AND SCREEN ENTRY INSTRUCTIONS

A ten-digit field, left justified.

Enter the station number beginning in the first available position. Include the plus sign and decimal point as individual characters occupying their own positions.

Leave unused positions blank.

EXAMPLE: for Station 179 + 78.99, Enter: 179+78.99

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME FEDERAL AID PROJECT NUMBER	ITEM NO. 27F PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(5) Construction / Reconstruction History		N/A
INQUIRY SCREENS	(8) Construction / Reconstruction History		(7) Construction / Reconstruction

DESCRIPTION AND PURPOSE OF ITEM

This item identifies, by project number, a construction or reconstruction project in which Federal funds have been used.

CODE AND SCREEN ENTRY INSTRUCTIONS

A fourteen digit field, usually subdivided as follows:

- (a) Designation - Four digits are provided for a four-character code to represent project designation. This field is left justified, leaving unused spaces blank.
- (b) Route - The fifth, sixth and seventh positions are provided for route identification. Right justify and fill unused positions with zeros.
- (c) Section - The eighth position is provided for a 1-digit section number code.
- (d) Agreement - The ninth, tenth and eleventh positions are provided for the three-digit agreement number. Right justify and fill unused positions with zeros.
- (e) Milepost - The last three positions are provided for the milepost number as used for interstate project numbers. Code zeros when not applicable.

EXAMPLE: Federal Aid Project Number F-81-1(1)

FEDERAL AID PROJECT DESIGNATION ROUTE and SECTION NUMBER AGREEMENT NUMBER MILEPOST or	<u>Enter</u> F --- 0811 001 000 F---0811001000 (where "---" signifies 3 blank spaces)
---	---

(Continued on Next Page)

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ITEM NAME	FEDERAL AID PROJECT NUMBER	ITEM NO.	27F
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The Federal Aid Project Number has historically assumed many different forms. Therefore, the FA Project Number being coded may not conform to the format specified for this item, making identification of the separate elements difficult. In this case, the following procedures may be used for coding:

Designation - Code the alphabetic prefix into the four-position field specified for this item. Some examples of designations are: S, SG, SF, SI, SU, SFG and US. (This is only a partial listing of possible combinations.) Left-Justify and leave unused positions blank.

Route/Section Number/Agreement Number/Milepost - Whenever these separate categories cannot be determined, use the entire 10 positions provided and code the project number (other than the prefix coded into Designation) without regard to item. Code the parentheses, hyphens, etc., which are part of the project number. In this case, leave unused positions blank.

EXAMPLES:

- a. Project Number NRS-28(3)-B

FEDERAL AID PROJECT DESIGNATION	<u>Enter</u>
ROUTE/SECTION NUMBER	NRS-
AGREEMENT NUMBER	28(3
MILEPOST)-B

or	NRS-28(3)-B
	(where "---" signifies 3 blank spaces)

- b. Interstate 70 Project Number I-70-3(8)116

FEDERAL AID PROJECT DESIGNATION	I ---
ROUTE/SECTION NUMBER	0703
AGREEMENT NUMBER	(8)
MILEPOST	116
or	I ---0703(8)116
	(where "---" signifies 3 blank spaces)

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BUILT BY (AGENCY)	ITEM NO. 27G PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(5) Construction / Reconstruction History		N/A
INQUIRY SCREENS	(8) Construction / Reconstruction History		(7) Construction / Reconstruction

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the agency that originally built, reconstructed or repaired the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the code number for the agency that built, reconstructed, or was responsible for the maintenance/repair of the structure.

<u>Code</u>	<u>Agency</u>
0	Unknown
1	Illinois Department of Transportation
2	Other State Agency
3	County Agency
4	City
5	Federal Agency
6	Railroad
7	Other or Private
8	Combination
9	Township or Road District

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CONSTRUCTION REMARKS	ITEM NO. 27H PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(5) Construction / Reconstruction History		N/A
INQUIRY SCREENS	(8) Construction / Reconstruction History		(7) Construction / Reconstruction

DESCRIPTION AND PURPOSE OF ITEM

Any pertinent remarks about the construction or reconstruction of the structure may be entered in this field.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 79-digit field, left justified, that includes letters, numbers, and spaces between words and special characters.

Abbreviations may be used as long as they are not ambiguous. Punctuation can be omitted if not needed for clarity.

Leave all unused spaces blank.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME NUMBER OF LANES	ITEM NO. 28 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the number of lanes being carried by the key route on or under the structure. Include all lanes carrying highway traffic which are striped or otherwise operate as a full width traffic lane for the entire length on or under the structure. This shall include any full width merge lanes. Ramp lanes shall be included only if they do not have a separate Key Route designated on/under the structure.

An aggregate number of lanes on or under the structure can be obtained by totaling the individual number of lanes for each key route utilizing the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, right justified.

Enter the number of key route lanes carried on or under the structure.

Fill leading spaces with zeros when applicable.

SPECIAL NOTE: Per the Manual for Uniform Traffic Control Devices (MUTCD), a structure with a bridge roadway width (ISIS Item 51) of less than 16 feet is considered 1 lane.

EXAMPLES:

For Structure 000-0012:

I-55 has 2 lanes on the structure

I-55 has a partial merge lane on the structure

Code: 02 in Item 28 for the Key Route/On record of I-55. The aggregate number of lanes is 02.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME NUMBER OF LANES	ITEM NO. 28 PAGE 2 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

EXAMPLES: (Continued)

For Structure 000-0092:

FAP 10 has 4 lanes under the structure
 SBI-3 has 2 lanes under the structure
 Main Street has 3 lanes under the structure
 Pine Street has 3 lanes under the structure

Code: 04, 02, 03, 03 in Item 28 respectively for each of the Key Route/Under records described above. The aggregate number of lanes is twelve.

NOTE: Discussion regarding aggregate number of lanes is used for clarification only.
 The aggregate number of lanes is not to be entered into the ISIS database.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME ESTIMATED AADT COUNT	ITEM NO. 29 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under <u>1/</u>		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the Annual Average Daily Traffic (AADT) for the Key Route at the structure's location. It is to reflect the most recent traffic data available and must be compatible with other items reported for the structure. For instance, Item 29 includes truck traffic reported in Item 109. For parallel structures, the traffic is to be reported for each separately - not the total for both directions.

CODE AND SCREEN ENTRY INSTRUCTIONS

- 1/ This item can only be updated through ISIS for those Key Routes that are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 35 for screen entry location).

A six-digit field, right justified.

Enter the value in the data field filling leading spaces with zeros.

EXAMPLES:

<u>AADT</u>	<u>Enter</u>
540	000540
15,600	015600
124,000	124000

NOTE: For linked structures, the IRIS file's AADT for the key route station at which a structure resides is automatically halved on the ISIS database when the structure's number of lanes (ISIS Item 28) is less than the IRIS file's number of lanes (IRIS Item 16) recorded at that same station.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME AADT YEAR	ITEM NO. 30 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under <u>1/</u>		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item records the year of the Annual Average Daily Traffic reported for the Key Route as indicated in Item 29.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes that are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 34 for screen entry location).

A four-digit code.

Enter the year in the appropriate location.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME DESIGN LOAD	ITEM NO. 31 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the live load for which the structure was designed.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field.

Enter the appropriate code from the following list:

<u>Code</u>	<u>Design Load</u>
01	HS20+MOD
02	HS20
03	HS15
04	H20
05	H15
06	H10
07	I20
08	I15
09	I10
10	24-T Roller or 125# Sq. Ft. Roadway
11	15-T Roller
12	12-T Roller
13	50 Ton Street Car, Steam Eng. Road Roller
14	Cooper E-60
15	Cooper E-72
16	Cooper E-80
20	HS25
21	HS25+MOD
80	Pedestrian
93	HL93
99	Unknown

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME STRUCTURAL STEEL WEIGHT	ITEM NO. 31A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the total weight of all structural steel shapes and plates, steel and iron castings, steel forging, wrought iron and miscellaneous metals. It includes cables, anchor bolts, cast bronze plates, lead plates and rolled copper-alloy plates, but does not include shear connectors, reinforcement or prestress steel for concrete, drainage systems, light standards, overhead sign structures, mast arms, sign posts, elastomeric bearings and neoprene joints. This weight is indicated on the bridge plans.

CODE AND SCREEN ENTRY INSTRUCTIONS

A nine-digit field, right justified.

Enter the weight of the items described above in pounds, filling all leading positions with zeros.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME APPROACH ROADWAY WIDTH	ITEM NO. 32 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item provides a number that represents the normal width of usable roadway approaching the structure. Usable roadway width will include the width of traffic lanes and the widths of shoulders where shoulders are defined as follows:

Shoulders must be constructed and normally maintained flush with the adjacent traffic lane, and must be structurally adequate for all weather and traffic conditions consistent with the facility carried.

Unstabilized grass or dirt, with no base course, flush with and beside the traffic lane is not to be considered a shoulder for this item.

This item is to be recorded for the highway on the structure only.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, composed of feet and tenths of feet.

Enter the value filling leading spaces with zeros.

Leave blank if there is no highway on the structure.

For structures with medians of any type and double-decked structures, this item should be coded as the sum of the usable roadway widths for the approach roadways (i.e., all median widths that do not qualify as shoulders should not be included in this dimension). When there is a variation between the approaches at either end of the structure, record and code the most restrictive of the approach conditions.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

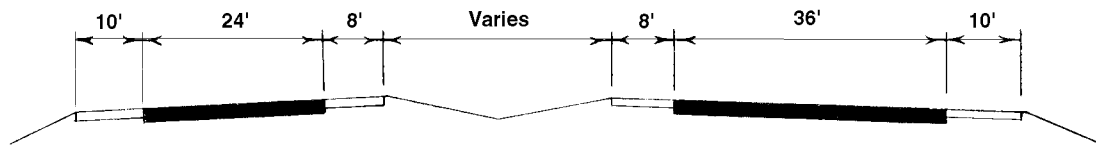
ITEM NAME **APPROACH ROADWAY WIDTH**

ITEM NO.	32
PAGE	2 of 2
EFF. DATE	07/01/02

EXAMPLES:

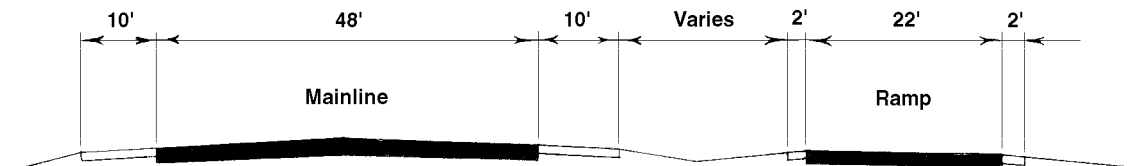
<u>Left Shoulder</u>	<u>Left Roadway</u>	<u>Median Shoulders</u>	<u>Right Roadway</u>	<u>Right Shoulder</u>	<u>Enter</u>
4.0	-	-	16	6.0	0260
6.0	-	-	36	12.0	0540
12.0	48	30	48	12.0	1500
10.0	24	16	36	10.0	0960

The last example above represents the coding method for a structure in which the most restrictive approach has the cross-section shown below:



Regardless of whether the median is open or closed, the data coded must be compatible with the other related route and bridge data (i.e., if Item 51 - Bridge Roadway Width, Curb-to-Curb is for traffic in one direction only, then Items 28, 29, 32, etc. must be for traffic in one direction only).

If a ramp is adjacent to the through lanes approaching the structure, it shall be included in the approach roadway width. The total approach roadway width for the example below is 94 feet (a code of 0940).



HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME BRIDGE MEDIAN TYPE	ITEM NO. 33 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the type of median employed to physically divide the traveled way on the structure into separate roadways, usually to provide safety for opposite directions of traffic.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the most applicable code listed below. All structures that carry either one-way or two-way traffic separated only by a centerline will be coded "0" (zero) for no median. Medians denoted only by striping or a rumble strip with no curb should be coded as "2 – Mountable, all types".

<u>Code</u>	<u>Median Type</u>
0	None
1	Open Median
<u>Closed Medians</u>	
2	Mountable, all types
3	Curb
4	Wall
5	Guardrail
6	Fence
7	Other, greater than 18" high
8	Other, equal to or less than 18" high

EXAMPLES:

Code:

1



Open Median

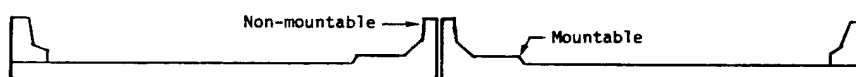
2



Closed Median

7 or 8

(depending upon
height of parapet
wall)



Closed Median with Non-mountable Barrier

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BRIDGE MEDIAN WIDTH	ITEM NO. 33A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item provides the total median width for the structure to the nearest foot. This measurement is the total width between outside edges for mountable types (such as rumble-strips) and between outside faces of curbs, walls, guardrails, etc.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit code, right justified.

 Enter the total width to the nearest foot, filling leading spaces with zeros, when applicable.

 Leave blank if there is no median.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME SKEW DIRECTION	ITEM NO. 34 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the skew direction of the structure, i.e., which end of a pier is ahead of the other with respect to the centerline of the roadway.

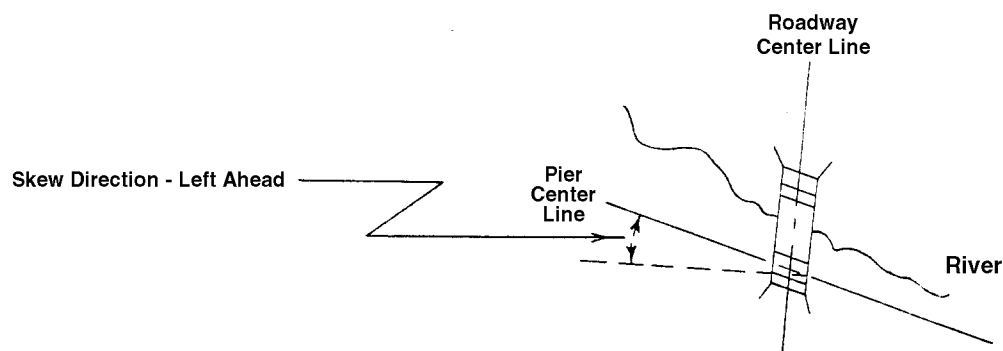
CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Enter the appropriate code for each structure.

<u>Code</u>	<u>Direction</u>
0	No Angle
1	Right Ahead
2	Left Ahead

EXAMPLE:



HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME SKEW ANGLE	ITEM NO. 34A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the skew angle of the structure. This is the angle between the centerline of a pier and a line perpendicular to the roadway centerline.

This measurement, in degrees, minutes and seconds, can be taken directly from plans. If no plans are available, the angle is to be field measured, if possible. If the skew varies, record the approximate average.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, two positions each for degrees, minutes and seconds.

Enter the value in the proper positions.

Fill unused spaces with zeros.

If there is no skew angle, leave blank.

EXAMPLE:

<u>Skew Angle</u>	<u>Enter</u>
5° 10' 30"	051030

Note: The degrees portion of this field must be between "00" and "90" and the minutes and seconds portion between "00" and "59".

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME STRUCTURE FLARED INDICATOR	ITEM NO. 35 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates if the structure is flared (i.e., the width of the structure varies). Generally, such variance will result from ramps converging with or diverging from the through lanes on the structure, but there may be other causes. Minor flares at ends of structures should be ignored.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code for each structure.

<u>Code</u>	<u>Description</u>
1	Yes, flared
0	No flare

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **RAILING APPRAISALS - COMPOSITE**

ITEM NO.	36
PAGE	1 of 1
EFF. DATE	07/01/02

DESCRIPTION AND PURPOSE OF ITEM

This item appraises the adequacy of traffic safety features and includes the following segments for the inventory route on the structure:

<u>Description</u>	<u>Length</u>
36A - Bridge Railings	1 digit
36B - Transitions	1 digit
36C - Approach Guardrail	1 digit
36D - Approach Guardrail Ends	1 digit

Reference the individual Data Item Description pages for a detailed discussion of Items 36A, 36B, 36C, and 36D.

History is retained for this item based on each Inspection Date (Item 90).

CODE AND SCREEN ENTRY INSTRUCTIONS

See instructions for Items 36A, B, C, & D.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME RAILING APPRAISAL (BRIDGE RAILINGS)	ITEM NO. 36A PAGE 1 of 5 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(12) Inspection/Appraisals		(2) Inspection
INQUIRY SCREENS	(4) Inspection/Appraisals		(2) Inspection

DESCRIPTION AND PURPOSE OF ITEM

This is a traffic safety feature item. The bridge rail is to be appraised to evaluate its adequacy in relation to current standards for the highway facility carried by the structure.

Factors that affect the proper functioning of bridge railings are material, strength and geometric features. Railings should be capable of retaining and smoothly redirecting an errant vehicle. Bridge railings that have been successfully crash tested for the speed limit of the highway being served are always considered as adequate. The standards for crash testing are published in the National Cooperative Highway Research Program (NCHRP) Report 350 published by the Transportation Research Board (TRB).

Crash tested rails are required for all bridges on designated NHS routes as indicated by Item 104 – National Highway System. They are also required on non-NHS routes except in the following cases:

- Bridges with current ADT (Item 29) less than 1,000 vehicles per day.
- Bridges in urban areas where the regulatory speed limit is less than 40 mph and the roadway cross-section is a curb and gutter design ("curb and gutter design" is described as a bridge with raised sidewalks or having a non-mountable curb between the roadway and the bridge rail).

When a crash tested bridge rail is not required, it must meet the requirements of the current AASHTO Standard Specifications for Highway Bridges. All standard bridge railings currently detailed in the IDOT Bridge Manual conform at least to the AASHTO Standard Specifications.

The following table provides the applicable criteria for appraising a crash tested rail with regard to the speed limit of the facility being served.

<u>Crash Testing Criteria</u>	
Crash Testing Level	Maximum Speed
TL1	30 mph
TL2	40 mph
TL3 – TL6	65 mph

Diagrams of various rails in common usage in Illinois, including all currently standard rails, are provided on pages following.

History is retained for this item based on each Inspection Date - Item 90.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **RAILING APPRAISALS (BRIDGE RAILINGS)**

ITEM NO. 36A
PAGE 2 of 5
EFF. DATE 07/01/02

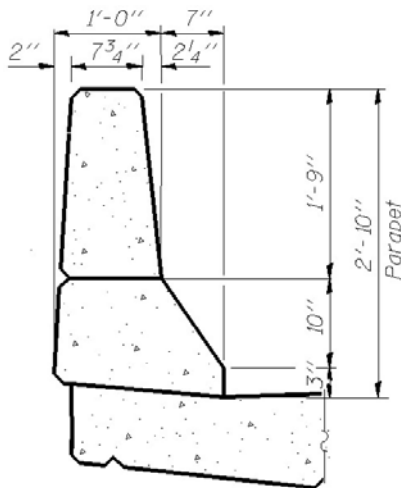
DESCRIPTION AND PURPOSE OF ITEM

A one-digit code.

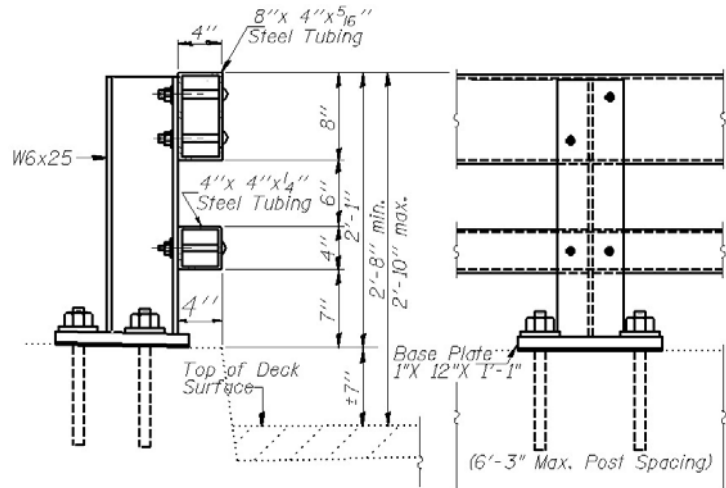
Enter the code in the first of a four-digit field on the update screens provided for "Railing Appraisal."

<u>Code</u>	<u>Description</u>
N	Not applicable/or safety feature not required
1	No bridge railing
2	Bridge railing does not meet currently acceptable standards
3	Bridge railing meets currently acceptable standards

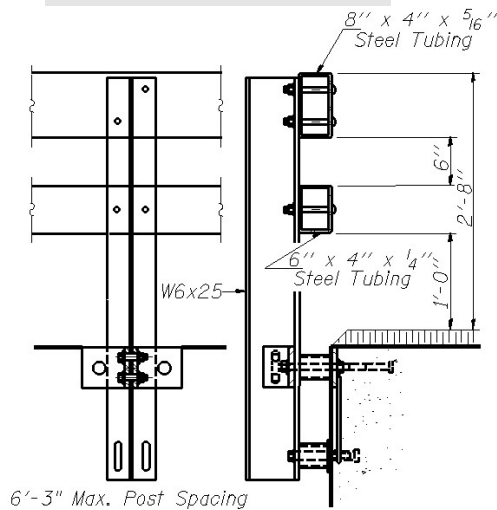
EXAMPLES:



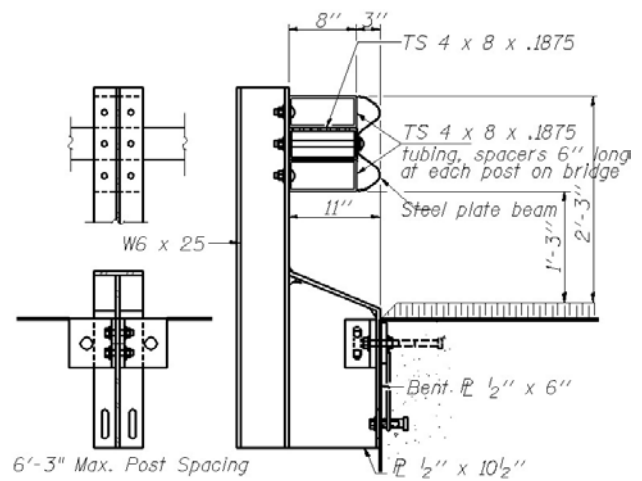
"New Jersey" Parapet
Item 36A = 3; Item 516 = 57
Crash Test: TL4



Curb Mounted Steel
Retrofit Rail, "2399" (Std. R-31)
Item 36A = 3; Item 516 = 27
Crash Test: TL4



Type "SM" Steel Rail (Std R-34)
Item 36A = 3; Item 516 = 51
Crash Test: TL4



Type WT Steel Rail (Std. R-30)
Item 36A = 3; Item 516 = 55
Crash Test: TL4

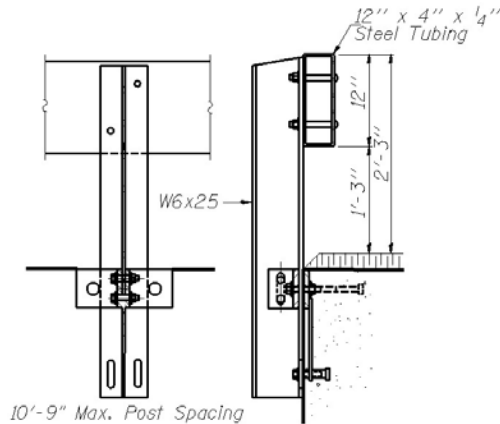
ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

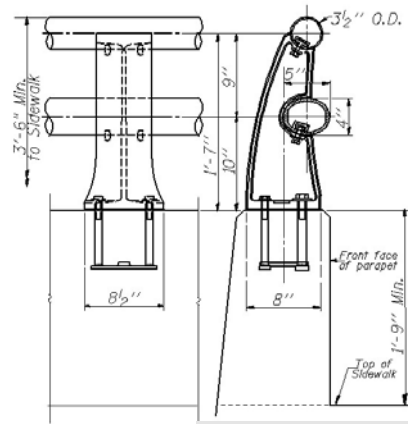
ITEM NAME **RAILING APPRAISALS (BRIDGE RAILINGS)**

ITEM NO. 36A
PAGE 3 of 5
EFF. DATE 07/01/02

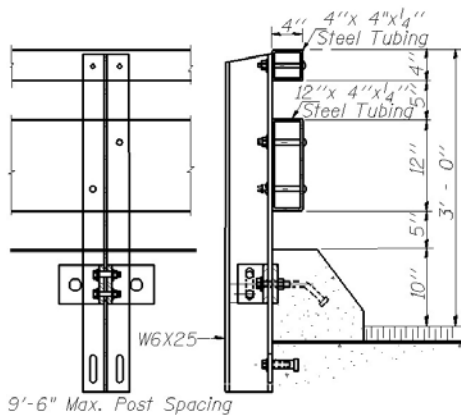
EXAMPLES:



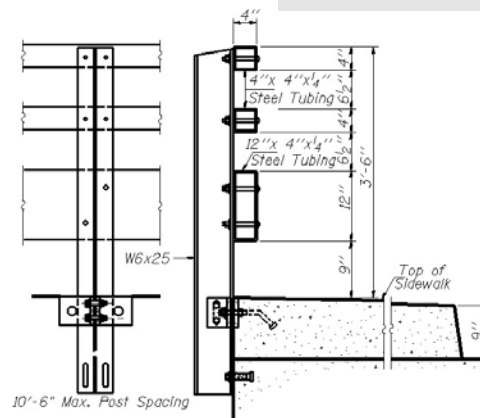
Type "S-1" Steel Rail (Std. R-23A)
 Item 36A*; Item 516 = 50
 Not crash tested



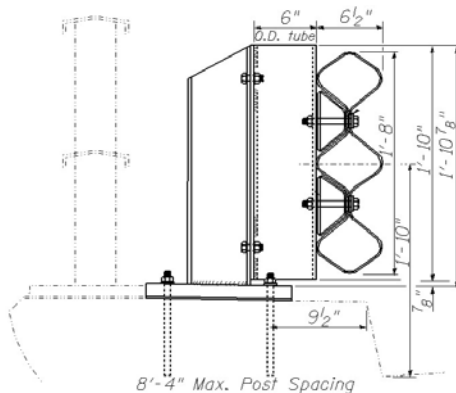
**Parapet w/Type L (Alum.) or M (Steel)
 Combination Rail (Std. R-20)**
 Item 36A *; Item 516: L - 05; M - 30
 Not Crash Tested



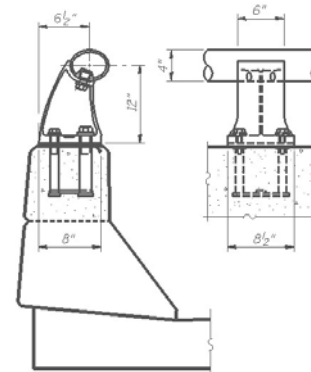
Type "T-1" Steel Rail (Std. R-24A)
 Item 36A*; Item 516 = 53
 Not crash tested



Type "TP-1" Steel Rail (Std R-26)
 Item 36A*; Item 516 = 54
 Not crash tested



Tubular Thrie Retrofit Rail
 Item 36A*; Item 516 = 43
 Crash Test: TL3



Alum Oval on GM Parapet (Std. R-17&17A)
 Item 36A*; Item 516 = 08
 Not crash tested

* Code Item 36A as "2" for bridges where current design specifications require a crash tested rail. Code as "3" when crash tested rail is not required. (See "Description and Purpose of Item".)

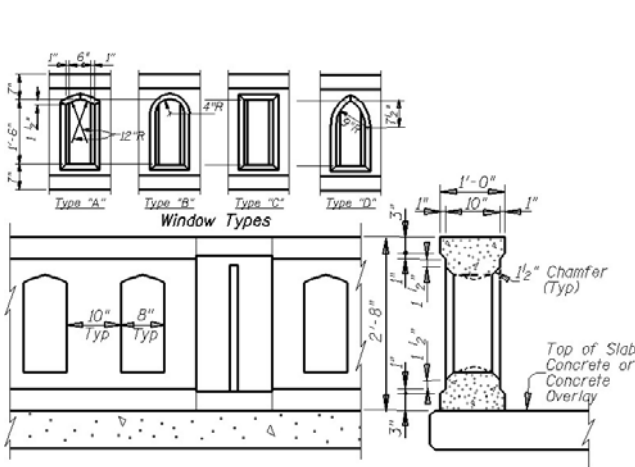
ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

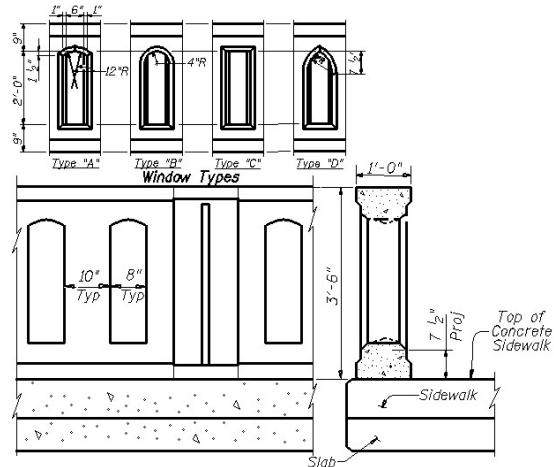
ITEM NAME **RAILING APPRAISALS (BRIDGE RAILINGS)**

ITEM NO. 36A
PAGE 4 of 5
EFF. DATE 07/01/02

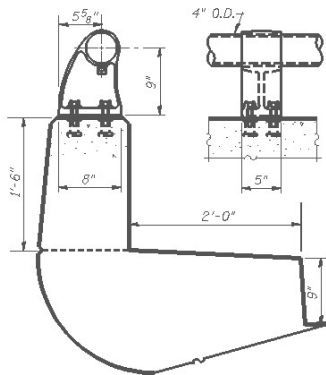
EXAMPLES:



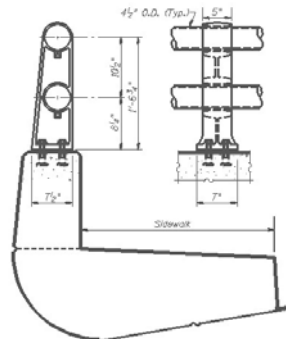
Texas Classic Type 411
Concrete Traffic Rail
Item 36A = 3; Item 516 = 72
Crash Test: TL2



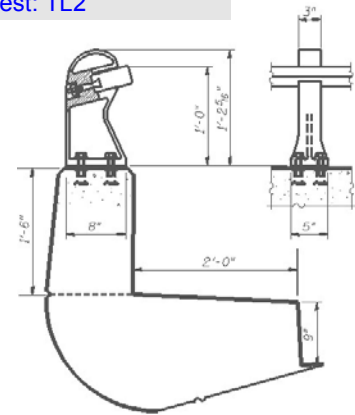
Texas Classic Type C411
Concrete Combination Rail
Item 36A = 3; Item 516 = 73
Crash Test: TL2



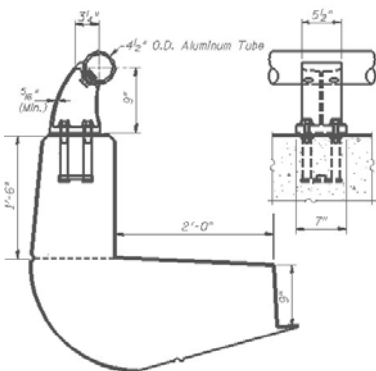
Alum / Steel Pipe on Concr Parapet
(Std. R -10 / 14)
Item 36A = 2; Item 516 = 01 / 19



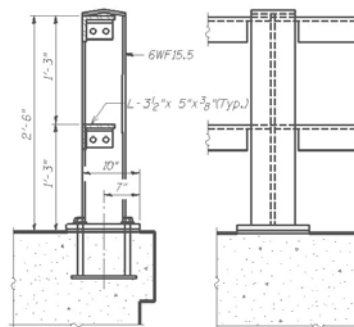
2 Alum / Steel Pipes on Concr Parapet w/Sidewalk
(Std. R -11 / 16)
Item 36A = 2; Item 516 = 02 / 20



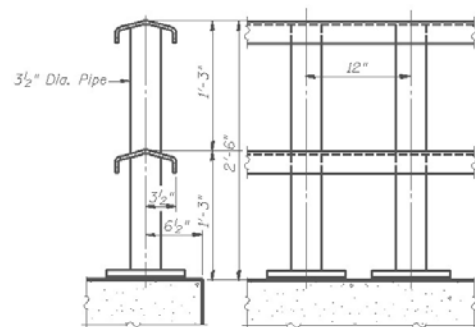
Steel Tube on Concr Parapet
(Std. R -15)
Item 36A = 2; Item 516 = 28



Alum Pipe on Concr Parapet
(Std. R -19)
Item 36A = 2; Item 516 = 01



2 Steel Angles
(Std. R -1&5)
Item 36A = 2; Item 516 = 44



2 Steel Channels on Pipe-Post
(Std. R-2,6&12)
Item 36A = 2; Item 516 = 33

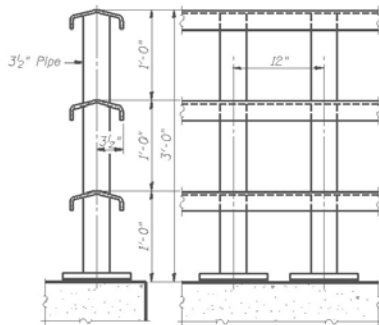
ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

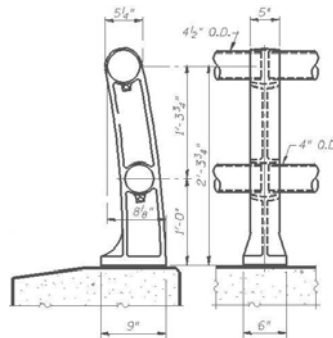
ITEM NAME **RAILING APPRAISALS (BRIDGE RAILINGS)**

ITEM NO.	36A
PAGE	5 of 5
EFF. DATE	07/01/02

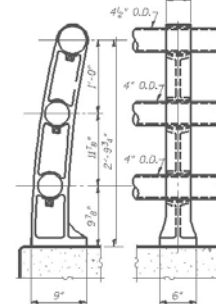
EXAMPLES:



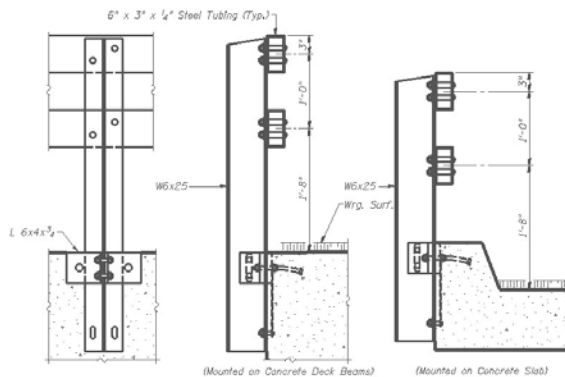
3 Steel Channels on Pipe-Post
(Std. R-3,7&13)
Item 36A = 2; Item 516 = 35



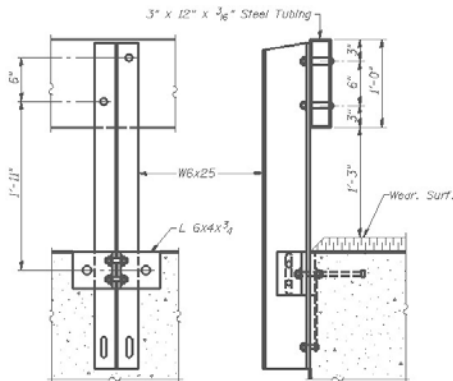
2 Aluminum Pipes
(Std. R-4 & 8)
Item 36A = 2; Item 516 = 06



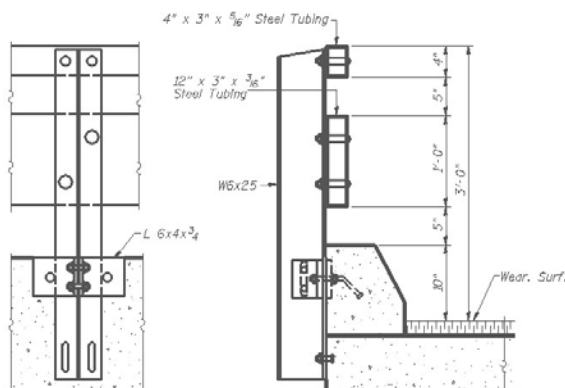
3 Aluminum Pipes
(Std. R-9)
Item 36A = 2; Item 516 = 03



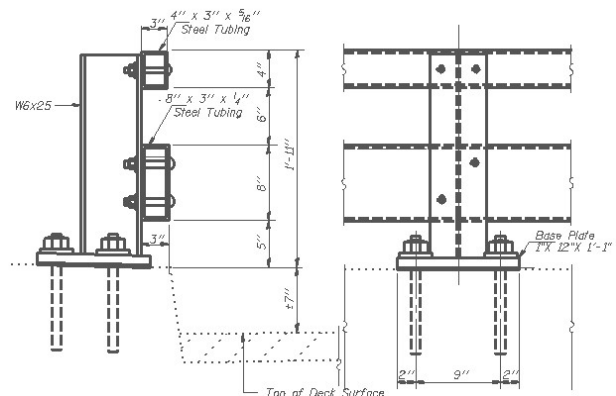
2 Steel Rect. Tubes on Side-mounted I-Post, Type "N" (Std. R-22)
Item 36A*; Item 516 = 29



1 Steel Rect. Tubes on Side-mounted I-Post, Type "S" (Std. R-23)
Item 36A*; Item 516 = 49



2 Steel Rect. Tubes (12X3-B, 4X3-T.) on Side-mounted I-Post, Type "T" (Std. R-24)
Item 36A*; Item 516 = 29



Curb Mounted Steel Retrofit Rail, (BDE Std. 2399)
Item 36A*; Item 516 = 26
Not Crash Tested

* Code Item 36A as "2" for bridges where current design specifications require a crash tested rail. Code as "3" when crash tested rail is not required. (See "Description and Purpose of Item".)

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME RAILING APPRAISAL (APPROACH GUARDRAILS)	ITEM NO. 36B,C,D PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection/Appraisals	(2) Inspection	
INQUIRY SCREENS	(4) Inspection/Appraisals	(2) Inspection	

DESCRIPTION AND PURPOSE OF ITEM

These items are components of the approach guardrail and are traffic safety features which are to be evaluated for their ability to safely redirect errant vehicles.

- 36B Transitions: The transition from approach guardrail to bridge railing requires that the approach guardrail be firmly attached to the bridge railing. It also requires that the approach guardrail be gradually stiffened as it comes closer to the bridge railing. The ends of curbs and safety walks need to be gradually tapered out or shielded.
- 36C Approach guardrail: The structural adequacy and compatibility of approach guardrail with transition designs should be determined. Rarely does the need for a barrier stop at the end of a bridge. Thus, an approach guardrail with adequate length and structural qualities to shield motorists from the hazards at the bridge site needs to be installed. In addition to being capable of safely redirecting an impacting vehicle, the approach guardrail must also facilitate a transition to the bridge railing that will not cause snagging or pocketing of an impacting vehicle.
- 36D Approach guardrail ends: As with guardrail ends in general, the ends of approach guardrails to bridges should be flared, buried, made breakaway or shielded.

Guardrails shall be evaluated in reference to the route on the bridge. Collision damage or deterioration of the elements are not considered when coding this item. The IDOT Highway Standards Manual should be referred to for satisfactory guardrail details. Acceptable guardrail design criteria are contained in the current AASHTO Guide for Selecting, Locating and Designing Traffic Barriers and in the current AASHTO Roadside Design Guide.

History is retained for these items based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field: one for each Item 36B, 36C, 36D. Enter the appropriate codes in the second, third and fourth positions, respectively, of the four-digit field provided for "Railing Appraisal."

**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

ITEM NAME **RAILING APPRAISAL (APPROACH GUARDRAILS)**

ITEM NO.	36B,C,D
PAGE	2 of 2
EFF. DATE	07/01/02

Code

Description

- | | |
|---|---|
| N | Not applicable/or safety feature not required |
| 1 | No guardrail |
| 2 | Guardrail does not meet currently acceptable AASHTO standards |
| 3 | Guardrail meets currently acceptable AASHTO standards |

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME GUARDRAILS ON STRUCTURE TYPE (RIGHT/LEFT)		ITEM NO. 36E / 36F
			PAGE 1 of 1
			EFF. DATE 07/01/02
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of guardrails on the structure. These are in addition to the structure railing or parapet, and are continuous with the guardrails located on the approaches.

Item 36E applies to guardrails on the "Right" or adjacent to the southbound or eastbound traffic lanes.

Item 36F applies to guardrails on the "Left" or adjacent to the northbound or westbound traffic lanes.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Enter the appropriate code as selected from the list below for both sides of the structure.

<u>Code</u>	<u>Type of Guardrail</u>
0	None
1	Steel Plate Beam
2	Cable
3	Chain Link
4	Curved Beam
5	Woven Wire
6	Flat Plate
7	Timber
8	(code not used)
9	Any other type

EXAMPLES:

	<u>Right Code</u> <u>(Item 36E)</u>	<u>Left Code</u> <u>(Item 36F)</u>
A. Steel plate beam left and right	1	1
B. Steel plate beam right side only	1	0
C. No guardrails	0	0

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME HISTORICAL SIGNIFICANCE INDICATOR	ITEM NO. 37 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Planning	N/A	
STRUCTURES	All	N/A	
UPDATE SCREENS	(8) Historical Significance	N/A	
INQUIRY SCREENS	(2) Inventory Data 2	(1) Inventory Data 2 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies bridges that are historically significant, either through structural design or through association with important events or circumstances.

CODE AND SCREEN ENTRY INSTRUCTIONS

The updating of this item is the responsibility of the Central Office Bureau of Program Planning, Data Management Unit (Structures), in cooperation with the Bureau of Design and Environment, Historic Structures. Any additions should be directed to either office.

A one-digit field.

Enter the appropriate code for all structures.

<u>Code</u>	<u>Description</u>
0	Bridge has been determined ineligible for inclusion on National Register of Historic Places.
1	Bridge is listed individually on the National Register of Historic Places.
2	Bridge is listed on the National Register of Historic Places as contributing to an historic district so listed.
3	Bridge has been determined eligible for inclusion on the National Register of Historic Places (on the primary list of bridges on the Illinois Historic Bridge Survey).
4	Bridge has been determined eligible for inclusion on the National Register of Historic Places (on the alternate list of bridges on the Illinois Historic Bridge Survey).
5	Bridge is of historic interest but too recent to be eligible for inclusion on the National Register of Historic Places; will be determined eligible when it becomes 50 years old. (on primary list)
6	Bridge is of historic interest but too recent to be eligible for inclusion on the National Register of Historic Places; will be determined eligible when it becomes 50 years old. (on alternate list)
7	Bridge has been determined eligible for inclusion on the National Register of Historic Places and is located in a National Register historic district but not mentioned in the district nomination.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL								
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME NAVIGATION CONTROL	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 100px;">ITEM NO.</td> <td style="text-align: right;">38</td> </tr> <tr> <td>PAGE</td> <td style="text-align: right;">1 of 2</td> </tr> <tr> <td>EFF. DATE</td> <td style="text-align: right;">07/01/02</td> </tr> </table>		ITEM NO.	38	PAGE	1 of 2	EFF. DATE	07/01/02
ITEM NO.	38								
PAGE	1 of 2								
EFF. DATE	07/01/02								
	ISIS	MMIS							
RESPONSIBLE FOR UPDATE	District Program Development	N/A							
STRUCTURES	All	N/A							
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2	N/A							
INQUIRY SCREENS	(3) Inventory Data 3	(1) Inventory Data 3 of 3							

DESCRIPTION AND PURPOSE OF ITEM

This item indicates whether or not the structure controls or limits navigation by crossing a navigable stream.

Navigable waterways in Illinois are defined on the following page.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field. Valid entries are 1, 0 (zero), or N.

Item 38 is required when Item 42B has been coded = 5, 6, 7, or 8.

If the structure crosses any of the listed waterways below the upstream limit, use the "Yes" code to indicate that navigation control exists.

<u>Navigable Stream</u>	<u>Code</u>	<u>FHWA Description</u>
Yes	1	Navigation control on waterway (bridge permit required)
No	0 (zero)	No navigation control on waterway (bridge permit not required)
Not a water crossing	N	Not applicable, no waterway

NOTE: If Item 38, Navigation Control, is coded "0" (zero) or "N", code Item 111 (Pier Navigation Protection) as an "N" (not applicable) on the Inspection/Appraisal Update Screen (option 12 from the District Update Menu screen).
 If Item 38 is coded "1", Item 39 (Navigation Vertical Clearance) and Item 40 (Navigation Horizontal Clearance) must be coded.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME NAVIGATION CONTROL	ITEM NO. 38	
	PAGE 2 of 2	
	EFF. DATE	07/01/02

NAVIGABLE WATERWAYS IN ILLINOIS

<u>WATERWAY</u>	<u>UPSTREAM LIMIT</u>
Big Muddy River	Murphysboro, IL, Mile 37.5
Chain of Rocks Canal	In its entirety
DesPlaines River	Lockport Lock, Mile 291.1
Illinois and Mississippi Canal	In its entirety
Illinois River	Confluence Kankakee and DesPlaines River, Mile 273.0
Kaskaskia River	Fayetteville, IL, Mile 36.2
Ohio River	In its entirety
Mississippi River	Wisconsin State Line
Wabash River	In its entirety
Rock River	Fort Atkinson, WI, Mile 162.0
Galena River	Galena, IL, Mile 4.0
Waukegan Harbor	In its entirety
Chicago River	
Main Branch	In its entirety
North Branch & North Branch Canal	To but not including Addison Street Bridge in Chicago, IL
South Branch & South Fork	In its entirety
Chicago Sanitary and Ship Canal	In its entirety
Calumet-Sag Channel	In its entirety
Little Calumet River	Confluence of Calumet and Grand Calumet River to junction with Calumet-Sag Channel
Calumet River	In its entirety
Lake Calumet	In its entirety
Grand Calumet River	To Indiana State Line

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME NAVIGATION VERTICAL CLEARANCE	ITEM NO. 39 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item gives the minimum vertical clearance, or "clear headway," for water traffic under a structure crossing a navigable stream. The clearance is the minimum vertical distance between the 2% flow line elevation and the lowest part of the superstructure of the main navigation span, measured at the channel-ward face of each pier. This distance is normally available from plans or permits on file in the Bureau of Bridges.

In the case of a swing or bascule bridge, the vertical clearance shall be measured with the bridge in the closed position (i.e., open to vehicular traffic). The vertical clearance of a vertical lift bridge shall be measured with the bridge in the raised or open position. Also, Item 116 (Verticle Lift Bridge, Minimum Navigation Vertical Clearance) will be generated, in part, based on this item.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified, recorded in whole feet rounded down to the last full foot.

Item 39 is required when Item 38 (Navigation Control) has been coded a "1".

For all bridges where navigation control exists (Item 38 = 1), enter into the Item 39 field the last full foot measurement (disregarding any inches or tenths of foot measurements), filling all leading positions with zeros.

EXAMPLES:

<u>Clearance (Ft.)</u>	<u>Code</u>
123.0	123
23.7	023
Non-navigable	Leave Blank

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME NAVIGATION HORIZONTAL CLEARANCE	ITEM NO. 40 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item gives the horizontal clearance for water traffic under a structure crossing a navigable stream. The clearance is the minimum horizontal distance between substructure units that bracket the main navigation channel and is measured normal to the axis of the navigation channel. This distance is normally available from plans or permits on file in the Bureau of Bridges.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit code, right justified, rounded down to the nearest foot.

Item 40, Navigation Horizontal Clearance, is required when Item 38 has been coded a "1".

For all bridges where navigation control exists, enter the measurement, in feet (rounded down to the nearest whole foot), into the Item 40 datafield, filling leading positions with zeros.

EXAMPLES:

<u>Clearance (Ft.)</u>	<u>Code</u>
123	0123
23	0023
1000	1000
Non-navigable	Leave Blank

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME BRIDGE STATUS	ITEM NO. 41 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(6) Bridge Status History (11) Change Current Status		N/A
INQUIRY SCREENS	History - (14) Bridge Status History Current Status - Top of All Screens		History - (12) Status Current Status - Top of All Screens

DESCRIPTION AND PURPOSE OF ITEM

This item describes the operational status of the structure. It is one of the most essential items on the database. Since all structures remain accessible on the database, it is a key field when selecting structures that will appear on various reports.

Changes in the operational status of the structure are made using the Add function of Screen #11 - Change Current Status. In so doing, the previous status is automatically transferred to history. History records are accessible by using Screen #6 - Bridge Status History. The current operational status of the structure does not appear in the history segment. Status history records are stored in the database sequenced by their Status Date - Item 41A.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code for all bridges by using the Add function of Update Screen #11.

See page 2 for codes.

NOTE: Entry of status codes requires the entry of valid status code dates. The computer system will not allow the addition of status code dates (Item 41A) or changing of status code dates to a value greater than 2 calendar years from the current calendar year. For further information, contact the IDOT Central Office Data Management Unit, Structures, in the Bureau of Urban Program Planning.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME BRIDGE STATUS	ITEM NO. 41	
	PAGE 2 of 2	
	EFF. DATE	07/01/02

<u>Code</u>	<u>Operational Status Description</u>
-------------	---------------------------------------

- | | |
|---|---|
| D | - Bridge/structure has been removed. This status code is described as "Deleted" or "Marked for Deletion" on ISIS system screens. |
| 1 | - Open, no restrictions |
| 2 | - Open, load posted (may include other restrictions) |
| 3 | - Open, posted OTAT or speed limit posted, but no posted load limit restrictions |
| 4 | - Open, posting recommended but not legally implemented |
| 5 | - Open, temporary measures in place to allow traffic and having no load or speed restrictions |
| 6 | - Open, temporary measures in place to allow traffic, but has load or speed restrictions |
| 7 | - Open, staged construction |
| 8 | - Open, new structure, not yet inspected |
| 9 | - New or planned structure, not yet open |
| A | - Closed, replacement/repairs under contract |
| B | - Closed, replacement/repair anticipated within next 5 years |
| C | - Road Closed, closure not related to condition of the structure |
| E | - Closed, permanent closure due to bridge condition, repair/replacement not anticipated within next 5 years. |
| Z | - Structure records that cannot be cross-indexed to roadway file because they do not have a 'open to public' key route on/under the structure. E.g., structures on the database which have been designated as historical, but no longer carry vehicular traffic. Also included are structures which IDOT has an agreement to maintain but carry only private traffic. |

EXAMPLE TRANSACTIONS:

<u>Description</u>	<u>Update Screen</u>	<u>Function</u>	<u>Enter</u>
Structure 101-0001 closed permanently	11	Add	E
Structure 087-0050 closed, but will reopen within 5 years [was coded "1" (open)]	11	Add	B

Change made to 087-0050 should have been made to 092-0050. Status of 092-0050 should have been changed to B. Status of 087-0050 needs to be corrected back to Bridge Status Code "1". This is accomplished by the procedure shown below.

<u>Structure</u>	<u>Update Screen</u>	<u>Function</u>	<u>In Status Code Field, Enter</u>
087-0050	6	Delete	(No entry required. Purpose: Deleting the status code "1" record from history.)
087-0050	11	Correct	1 (correct status date if needed)
092-0050	11	Add	B

NOTE: Status codes 1 thru 8 and A,B,C should be linked to the IRIS database.
Status codes D, E, 9 and Z should not be linked to the IRIS database.
(Reference Item 12, Link Indicator, for further information.)

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BRIDGE STATUS DATE	ITEM NO. 41A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(6) Bridge Status History (11) Change Current Status		N/A
INQUIRY SCREENS	Current Status - (1) Inventory Data 1 History - (14) Bridge Status History		History - (12) Status Current - (1) Inventory 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the date the operational status of the bridge became effective.

For Status Code "D" (deleted) structures, it is the date the structure number was "logically" deleted from the ISIS database. ("Logically" means that though the status code "D" means "deleted", the structure number with all of its accompanying information is still in the ISIS database. "Physically" deleting a structure removes the structure number and all of its accompanying information completely from the ISIS database. No record of the structure number remains in the active ISIS database for physically deleted structure numbers.)

History is kept for all previous status records by the date entered for this item.

The current status date of the bridge does not appear in the history segment (Bridge Status History).

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit code, 2 for month and 4 for year (include the century).

Enter the effective date of the status in the appropriate spaces, filling leading positions with zeros.

Status date transactions should be made in the same manner as Status Code transactions. See examples in Item 41.

NOTE: Adding a new structure to the database will automatically generate a status date that is equal to the date of the day the information is added. If this status date is incorrect, use the correct function on screen #11 (Change Current Status) to alter the date.

NOTE: The computer system will not allow the user to enter a year that is more than 2 years prior to the current calendar year. Future years can never be entered. For further information, contact the IDOT Central Office Data Management Unit, Structures, in the Bureau of Urban Program Planning.

EXAMPLE:

	Update	In Status
<u>Description</u>	<u>Screen</u>	<u>Date,</u>
		<u>Enter</u>

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NO. 41B PAGE 1 of 1 EFF. DATE 07/01/02	
		ITEM NAME BRIDGE STATUS REMARKS	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(6) Bridge Status History (11) Change Current Status		N/A
INQUIRY SCREENS	Current Status - (1) Inventory Data 1 History - (14) Bridge Status History		Current - (1) Inventory 1 of 3 History - (12) Status

DESCRIPTION AND PURPOSE OF ITEM

This item provides for general comments or remarks about the operational status of a structure. General remarks are recorded in Item 8A1.

CODE AND SCREEN ENTRY INSTRUCTIONS

This item is used in conjunction with Items 41 and 41A. Remarks/comments can be entered at the time a Status Code is added to the ISIS database (Item 41) or changed at any time using the "Change" action indicator on the Update screen 11, Change Current Status. See examples in Item 41.

A 70-digit field, left justified.

Enter the appropriate remarks beginning at the first position available using any combination of letters, numbers, punctuation or special characters. Abbreviations can be used as long as they are not ambiguous.

Leave blank if not applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TYPE OF SERVICE ON / UNDER	ITEM NO. 42A / 42B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item describes the transportation facilities or features accommodated both on and under the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

Two one-digit fields. The left digit (Item 43A) describes service on the structure and the right digit (Item 43B) describes service under.

Enter a value for each of the fields for each structure.

Service ON Structure

<u>Code</u>	<u>Service</u>
1	Highway
2	Railroad
3	Pedestrian exclusively
4	Highway-railroad
5	Second level (interchange)
6	Third level (interchange)
7	Fourth level (interchange)
8	Building or plaza
9*	Other

Service UNDER Structure

<u>Code</u>	<u>Service</u>
0	Relief for waterway
1	Highway
2	Railroad
3	Pedestrian exclusively
4	Highway-railroad
5	Waterway
6	Highway-waterway
7	Railroad-waterway
8	Highway-railroad-waterway
9*	Other

* Any service other than highway, railroad, waterway.

EXAMPLES:

	Code:	
	<u>Item 42A</u>	<u>Item 42B</u>
Highway Over Stream	1	5
Railroad over Highway-Waterway	2	6
FAI 55 and FAI 70 Interchange	5	1

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME MAIN STRUCTURE MATERIAL	ITEM NO. 43A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the material predominantly used in construction of the main structure. The main structure is all spans of most bridges (but the major unit only of sizable structures) or a unit of the structure with a different design and/or material from the approach spans. The major unit is usually the portion that spans the obstruction being crossed and may consist of multiple spans with only one design and material type. Refer to Appendix C, Figures 2.01 - 2.15.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the code for the predominant material type for the main structure for all structures.

<u>Code</u>	<u>Predominant Material Type</u>
1	Concrete
2	Concrete continuous
3	Steel
4	Steel continuous
5	Prestressed concrete
6	Prestressed concrete continuous
7	Timber
8	Masonry
9	Aluminum, Wrought Iron or Cast Iron
0	Other or Varied
A	Precast concrete - Not prestressed
B	Post Tension Concrete Segmental

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME MAIN STRUCTURE TYPE	ITEM NO. 43B PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the predominant type of structure used in the main structure. This includes all spans of most bridges (but the major unit only of sizable structures), or a unit of the structure with a different design and/or material from the approach spans. The major unit is usually the portion that spans the obstruction being crossed over and may consist of multiple spans with only one design and material type. Refer to Appendix C, Figures 2.01 - 2.15.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field.

Enter the code for the predominant structure type of the main structure.

<u>Code</u>	<u>Description</u>	<u>Code</u>	<u>Description</u>
01	Slab	16	Movable – Bascule
02	Multi-beam	17	Movable – Swing
03	Deck Girder (Load Path Non-Redundant System)	18	Tunnel
04	Tee Beam	19	Culvert
05	Box beam - Multiple Adjacent	20	Pipeline
06	Box beam - Single or Spread	21	Toll Plaza
07	Rigid Frame & 3-Sided Structure	22	Tollway Restaurant (Overhead)
08	Orthotropic	23	Pedestrian Overpass
09 *	Truss - Deck (non-specific)	24	Thru Girder
10 *	Truss - Thru & Pony (non specific)	25	Arch-Deck, Open Spandrel
11	Arch - Deck, Filled Spandrel	26	Low Water Crossing
12	Arch - Thru	00 **	Other
13	Suspension	28	Segmental Box Girder
14	Cable Stayed (formerly Stayed Girder)	29	Channel Beam
15	Movable – Lift	30-70	Specific Truss Types. See descriptions on page 2 of 2 for Item 43B.

* Use codes 30 through 70 in place of codes 09 and 10. Codes 09 and 10 are obsolete and are shown here only for historical reference.

** Code 00 (structures coded as "Other"): Record a description of the structure type in the "Bridge Remarks" field (Item 8) at the bottom of update screen General Inventory 1.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME MAIN STRUCTURE TYPE	ITEM NO. 43B
	PAGE 2 of 2
	EFF. DATE 07/01/02

Specific Truss Types

<u>Code</u>	<u>Type</u>
*** <u>Pony Trusses</u> ***	
30	Pratt Pony - Eyebar
31	Pratt Pony - Riveted
32	Pratt Half-hip Pony
33	Truss Leg Bedstead - Eyebar
34	Truss Leg Bedstead - Riveted
35	Warren Pony
36	Modified Warren Pony
37	Quadrangular Warren (Lattice, Double Intersection Warren)
38	King Post or Queen Post
*** <u>Thru Trusses</u> ***	
50	Pratt Through - Eyebar
51	Pratt Through - Riveted
52	Parker - Eyebar
53	Parker - Riveted
54	Camelback - Eyebar
55	Camelback - Riveted
56	Double Intersection Pratt (Whipple)
57	Pennsylvania (Petit)
58	Continuous
59	Cantilever (Suspended Span)
*** <u>Deck Trusses</u> ***	
60	Pratt Deck - Eyebar
61	Pratt Deck - Riveted
62	Warren
63	Continuous
64	Cantilever (Suspended Span)
70	Other Unclassified Trusses

Refer to Appendix I, Figures 2.13 through 2.15, for illustrations.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME NEAR / FAR APPROACH SPAN MATERIAL	ITEM NO. 44AN / AF PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the most predominant materials used in the construction of the near / far approach spans of the structure. The ISIS database will accommodate two different bridge approach materials for each of the near and far approaches to the structure. Near and far are relative to the direction of inventory. The first approach span(s), either near or far, is identified as the span(s) nearest the roadway. The second would therefore be the span(s) nearest the main span. The approach spans are those spans that connect the main structure with the road, or the spans with design and material different from that of the main structure. Refer to Appendix C, Figures 2.01 - 2.15.

CODE AND SCREEN ENTRY INSTRUCTIONS

One-digit fields for each of two occurrences of near and far approach spans.

Only enter a code if the approach span material is different from the main structure's material (Item 43A). Otherwise, leave approach span material blank.

Leave blank if there are no approach spans.

Enter the code for the most predominant type of material both for near and far approach spans.

When either the near or far spans are of three or more different material types, enter "0" (zero) for the second occurrence to represent the material type "Varied".

<u>Code</u>	<u>Material</u>
1	Concrete
2	Concrete continuous
3	Steel
4	Steel continuous
5	Prestress concrete
6	Prestress concrete continuous
7	Timber
8	Masonry
9	Aluminum, Wrought Iron or Cast Iron
0	Other, or varied
A	Precast concrete - not prestressed

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME NEAR / FAR APPROACH SPAN TYPE	ITEM NO. 44BN / BF PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the predominant structure types used for near / far approach spans. The ISIS database will accommodate two different approach spans for each of the near and far approaches to the structure. Near and far are defined in the direction of inventory. The first approach span(s), either near or far, is identified as the span(s) nearest the roadway. The second would therefore be the span(s) nearest the main span. The approach span(s) are those spans that connect the main structure with the road, or the spans with design and material different from that of the main structure. Refer to Appendix C, Figures 2.01 - 2.15.

CODE AND SCREEN ENTRY INSTRUCTIONS

Two-digit fields for each of two occurrences of near or far approach spans.

Enter the code for the predominant structure type(s) both for near and far approach spans as entered in Items 44AN and 44AF.

<u>Code</u>	<u>Description</u>	<u>Code</u>	<u>Description</u>
01	Slab	16	Movable – Bascule
02	Multi-beam	17	Movable – Swing
03	Deck Girder (Load Path Non-Redundant System)	18	Tunnel
04	Tee Beam	19	Culvert
05	Box beam - Multiple Adjacent	20	Pipeline
06	Box beam - Single or Spread	21	Toll Plaza
07	Rigid Frame & 3-Sided Precast	22	Tollway Restaurant (Overhead)
08	Orthotropic	23	Pedestrian Overpass
09 *	Truss - Deck (non-specific)	24	Thru Girder
10 *	Truss - Thru & Pony (non specific)	25	Arch-Deck, Open Spandrel
11	Arch - Deck, Filled Spandrel	26	Low Water Crossing
12	Arch - Thru	00 **	Other
13	Suspension	28	Segmental Box Girder
14	Cable Stayed (formerly Stayed Girder)	29	Channel Beam
15	Movable – Lift	30-70	Specific Truss Types. See descriptions on page 2 of 2 for Item 43B.

* Use codes 30 through 70 in place of codes 09 and 10. Codes 09 and 10 are obsolete and

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	NEAR / FAR APPROACH SPAN TYPE	ITEM NO.	44BN / BF
		PAGE	2 of 2
		EFF. DATE	07/01/02

Specific Truss Types

<u>Code</u>	<u>Type</u>
*** <u>Pony Trusses</u> ***	
30	Pratt Pony - Eyebar
31	Pratt Pony - Riveted
32	Pratt Half-hip Pony
33	Truss Leg Bedstead - Eyebar
34	Truss Leg Bedstead - Riveted
35	Warren Pony
36	Modified Warren Pony
37	Quadrangular Warren (Lattice, Double Intersection Warren)
38	King Post or Queen Post
*** <u>Thru Trusses</u> ***	
50	Pratt Thru - Eyebar
51	Pratt Thru - Riveted
52	Parker – Eyebar
53	Parker - Riveted
54	Camelback - Eyebar
55	Camelback - Riveted
56	Double Intersection Pratt (Whipple)
57	Pennsylvania (Petit)
58	Continuous
59	Cantilever (Suspended Span)
*** <u>Deck Trusses</u> ***	
60	Pratt Deck - Eyebar
61	Pratt Deck - Riveted
62	Warren
63	Continuous
64	Cantilever (Suspended Span)
70	Other Unclassified Trusses

Refer to Appendix C, Figures 2.13 through 2.15, for illustrations.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TOTAL NUMBER OF MAIN SPANS	ITEM NO. 45 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the total number of spans in the main structure. The main structure is all spans of most bridges (but the major unit only of sizable structures), or a unit of the structure with a different design and/or material from the approach spans. The major unit is usually the portion that spans the obstruction being crossed and may consist of multiple spans with only one design and material type.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, right justified.

Enter the appropriate number in the field filling the leading space with zero when applicable.

For structures with 100 or more total main spans, enter "99" in Item 45.

EXAMPLE:

A bridge has 3 main spans and 4 approach spans.

Enter: 03

A bridge has 103 main spans.

Enter: 99

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TOTAL NUMBER OF APPROACH SPANS	ITEM NO. 46 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the total number of spans in the approaches to the main structure. The approach spans are those that connect the main structure with the road, or an adjacent structure. This includes the total of both near and far approaches. (See Items 44AN/AF for descriptions of near and far approaches.)

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, right justified.

Enter the appropriate number in the field filling the leading space with zero when applicable.

Leave blank when there are no approach spans.

EXAMPLE:

There are 3 main, 3 near approach and 3 far approach spans in a structure. Enter: 06

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME MAXIMUM SINGLE ROADWAY WIDTH	ITEM NO. 47 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the largest single vehicle width that can be accommodated by the KEY ROUTE ON / UNDER the structure. The purpose of this item is to give the largest available clearance for the movement of wide loads.

For structures with only one roadway on, this measurement will be the same as recorded for Item 51 (Total Bridge Roadway Width).

For those structures with only one roadway, on or under, this measurement can be no larger than the measurement recorded for Item 47A (Horizontal Clearance), but may be smaller if the roadway width is restricted by non-mountable vertical elements that are less than 18 inches high.

Record this measurement for all culverts, even those where the culvert is under fill.

Refer to Appendix C, Figure 4.3.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, right justified, to one decimal position.

Enter the measurement in feet and tenths, filling unused positions with zeros.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME INVENTORY ROUTE HORIZONTAL CLEARANCE (RIGHT / LEFT)	
		ITEM NO. 47A / B PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the horizontal clearance of the KEY ROUTE ON / UNDER for the RIGHT / LEFT roadways of the structure. RIGHT (Item 47A) is defined as the only roadway, or the southbound / eastbound travel lanes of dual roadways. LEFT (Item 47B) is defined as the northbound / westbound travel lanes for dual roadways.

The measurement should represent the unobstructed distance (measured at right angles to the centerline) between vertical elements of the structure extending more than 18 inches from the pavement surface. The vertical elements include (but are not limited to) handrails, posts, guardrails, trusses or median barriers. For roadways beneath a structure, the measurement is between units of the substructure (or other vertical elements) or toe of slope greater than 3:1.

Refer to Appendix C, Figure 4.3.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, composed of feet and tenths. Enter the value for each Key Route filling leading spaces with zeros.

Leave Item 47B blank for single roadways.

For structures with more than two roadways, record the greatest in each direction.

When there are only two roadways, both in the same direction, record the main through lanes in Item 47A and the other in Item 47B.

When the roadway is on a fill over a pipe or box culvert and the culvert headwalls do not affect the flow of traffic, enter 999.9.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME LENGTH OF LONGEST SPAN	ITEM NO. 48 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the longest span in the structure, including approaches and main structure. The span lengths are the center-to-center distances between support bearings measured along the structure roadway centerline.

For curved structures located on a horizontal curve, the spans are to be measured using the arc length along the centerline of the structure roadway. These distances can be taken from design plans and verified in the field. If design plans are not available, the measurements will have to be determined in the field.

For culverts, record the distance from center to center of culvert walls for the largest cell, measured parallel to centerline of roadway.

Refer to Appendix C, Figure 3.1.

CODE AND SCREEN ENTRY INSTRUCTIONS

A five-digit field, to one decimal position, right justified.

Enter the length of the longest span, to the nearest tenth of a foot, filling all leading positions with zeros.

EXAMPLE:

The span lengths for a 3-span bridge are measured to be 36.0 feet, 51.4 feet and 36.6 feet.

Item 48 LENGTH OF LONGEST SPAN

Enter: 0051.4

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME STRUCTURE LENGTH	ITEM NO. 49 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the overall length of roadway supported by the structure, measured along the centerline of the structure roadway. The length should be measured back to back of backwalls of abutments or from paving notch to paving notch.

For all structures, the preferred length measurement is the distance between backfaces of the backwalls measured along the centerline of the structure roadway. For curved structures located on a horizontal curve, record the arc length between backfaces of the backwalls measured along the centerline of the structure roadway. Box culverts are measured along the centerline, including those that are skewed, regardless of their depth below grade.

This dimension can be taken from design plans and can usually be verified in the field. If design plans are not available and this dimension cannot be determined in the field, record the measurement from along the centerline of the road, measured from paving notch to paving notch.

Refer to Appendix C, Figure 3.1.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, to one decimal position, right justified.

Enter the measurement to the nearest tenth of a foot, filling all leading positions with zeros.

EXAMPLE:

A single span structure has a roadway length, measured along the centerline from paving notch to paving notch, of 56.7 feet.

Item 49 STRUCTURE LENGTH

Enter: 00056.7

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME SIDEWALK WIDTH ON (RIGHT/LEFT)	ITEM NO. 50A/50B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item applies to sidewalks on a structure. A sidewalk is that portion of a bridge floor, usually elevated above the roadway, which is provided for the convenient and safe passage of pedestrians. Brush or safety curbs less than 18 inches in width are not to be considered sidewalks.

The sidewalk width is the clear width measured at right angles to the longitudinal centerline of the structure. This is the horizontal distance measured from the inside face of the structure railing, parapet, truss or girder to the bottom edge of the sidewalk curb or, if present, to the sidewalk face of a railing separating the sidewalk from the roadway.

"Right" is defined as the sidewalk adjacent to the traffic lanes in the southbound or eastbound directions. This is represented by Item 50A. "Left" is defined as the sidewalk adjacent to the traffic lanes in the northbound or westbound directions. This is represented by Item 50B.

Refer to Appendix C, Figure 4.1 & 8.1.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, to one decimal position, right justified.

Enter the width to the nearest tenth of a foot, filling leading spaces with zeros when applicable.

The width entered must be a minimum of 1.5 feet.

Leave blank if no sidewalk exists in the applicable direction.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME SIDEWALKS UNDER STRUCTURE INDICATOR	
		ITEM NO. 50C PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure 2 (3) General Inventory 2		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates whether or not sidewalks exist under the structure. Brush or safety curbs less than 18 inches in width are not to be considered sidewalks.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Enter the appropriate code for all structures.

<u>Code</u>	<u>Sidewalks Under Structure</u>
0	None
1	On one side, not separate from roadway
2	On both sides, not separated from roadway
3	On one side, separated from roadway
4	On both sides, separated from roadway

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TOTAL BRIDGE ROADWAY WIDTH ON	ITEM NO. 51 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item records the most restrictive minimum distance between curbs or rails on the structure roadway. For structures with closed medians and usually for double decked structures, recorded data will be the sum of the most restrictive minimum distances for all roadways of the inventory routes carried on the structure*. The measurement should be exclusive of flared areas for ramps.

- * Raised or non-mountable medians, open medians and barrier widths are to be excluded from the summation along with barrier-protected bicycle and equestrian lanes.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, right justified, to one decimal position.

Enter the measurement in feet and tenths, filling unused positions with zeros.

Where traffic runs directly on the top slab (or wearing surface) of a culvert, code the actual roadway width (curb-to-curb or rail-to-rail). This will also apply where the fill is minimal and headwalls or parapets affect the flow of traffic.

Where the roadway is on fill carried across a culvert and the headwalls or parapets do not affect the flow of traffic, enter 000.0. This is considered proper inasmuch as a filled section simply maintains the roadway cross-section.

ILLINOIS HIGHWAY INFORMATION SYSTEM

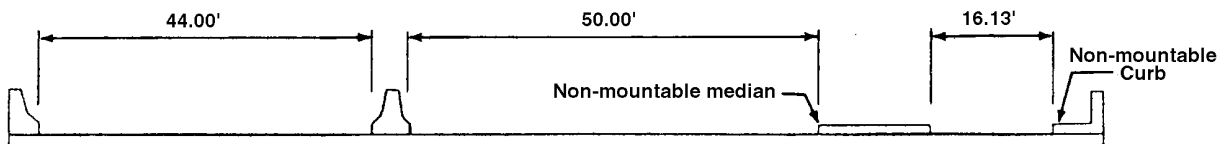
STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	TOTAL BRIDGE ROADWAY WIDTH ON	ITEM NO.	51
		PAGE	2 of 2
		EFF. DATE	07/01/02

EXAMPLES:

<u>Bridge Roadway Width</u>	<u>Enter</u>
36.00'	036.0
66.37'	066.4
Railroad on Bridge	000.0
110.13'	110.1

The last example above would be the coded value for the deck section shown below.



Refer to Appendix I, Figure 4.1 for additional examples.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TOTAL DECK WIDTH	ITEM NO. 52 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the out-to-out width of the deck measured at right angles to the structure centerline.

Refer to Appendix C, Figures 4.1 and 4.2.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, right justified, to one decimal position.

Enter the measurement in feet and tenths, filling unused positions with zeros.

If the structure is a through structure, the number to be entered will represent the lateral clearance between superstructure members. The measurement should be exclusive of flared areas for ramps, i.e., it should be the minimum width.

Where traffic runs directly on the top slab (or wearing surface) of a culvert, enter the out-to-out distance of headwalls measured perpendicular to the centerline of the roadway. This will also apply where the fill is minimal and the culvert headwalls or parapets affect the flow of traffic.

Where the roadway is on a fill over a pipe or box culvert and the culvert headwalls or parapets do not affect the flow of traffic, enter 000.0.

EXAMPLES:

<u>Deck Width</u>	<u>Enter</u>
34 ft. 6 in.	034.5
34 ft. 4 in.	034.3
34 ft. 0 in.	034.0
Pipe or box culvert/roadway not affected by headwalls	000.0
Structure not carrying Hwy.	000.0

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME MINIMUM VERTICAL CLEARANCE ON (RIGHT / LEFT)	ITEM NO. 53A/53B	
		PAGE 1 of 2	
		EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Program Development	N/A	
STRUCTURES	All	N/A	
UPDATE SCREENS	(9) Key Route On 1/	N/A	
INQUIRY SCREENS	(15) Key Route On	(13) Key Route On	

DESCRIPTION AND PURPOSE OF ITEM

This item reports the minimum unobstructed vertical space provided for the free passage of vehicular traffic. This is the perpendicular distance between the pavement or rail surface and the lowest part of the superstructure or other structure directly overhead. Refer to Appendix C, Figure 5.1.

CODE AND SCREEN ENTRY INSTRUCTIONS

- 1/ This item can also be updated via the IRIS file Item 152A&B, for those Key Routes that are linked. (See ISIS Item 12 for information on Linkage) Entry is transferred immediately between the two systems. For those Key Routes that are not linked, entry can be recorded via the ISIS file only.

A four-digit field, 2 each for feet and inches.

Enter the value in the appropriate fields, filling leading spaces with zeros when applicable.

"Right" is defined as southbound or eastbound direction of travel.

"Left" is defined as northbound or westbound direction of travel.

For undivided structures with one roadway on, report the minimum vertical clearance in the "Right" field (Item 53A) and leave the "Left" field (Item 53B) blank. Refer to Example "a".

For divided structures with two roadways on, report "Right" and "Left" vertical clearances (Items 53A and 53B respectively). Refer to Example "b".

For structures with more than two roadways on, record the right and left vertical clearances for those roadways as identified in Item 47A/B. Refer to Example "c".

For structures with no overhead restriction on, as in an open deck bridge, enter 9911 into "Right" (Item 53A). Leave the "Left" field (Item 53B) blank. Refer to Example "d".

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

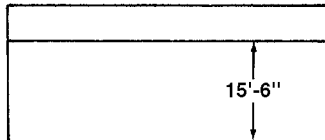
ITEM NAME	MINIMUM VERTICAL CLEARANCE ON (RIGHT / LEFT)	ITEM NO.	53A/53B
		PAGE	2 of 2
		EFF. DATE	07/01/02

EXAMPLES:

Item No.

Enter

a. One Roadway On:

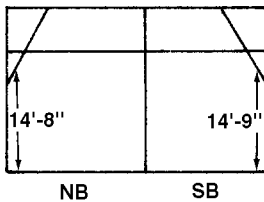


53A
53B

MIN. VERT. CLEAR. SB/EB RWY
MIN. VERT. CLEAR. NB/WB RWY

15 06
BLANK

b. Two Roadways On:

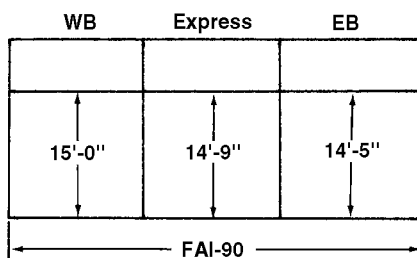


53A
53B

MIN. VERT. CLEAR. SB/EB RWY
MIN. VERT. CLEAR. NB/WB RWY

14 09
14 08

c. More than two Roadways On:

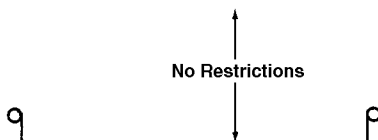


53A
53B

MIN. VERT. CLEAR. SB/EB RWY
MIN. VERT. CLEAR. NB/WB RWY

14 05
15 00

d. No overhead Restriction:



53A
53B

MIN. VERT. CLEAR. SB/EB RWY
MIN. VERT. CLEAR. NB/WB RWY

99 11
BLANK

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME MINIMUM VERTICAL UNDERCLEARANCE REFERENCE FEATURE	
		ITEM NO. 54A PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	None		None

DESCRIPTION AND PURPOSE OF ITEM

This item indicates which feature - highway or railroad - has the least vertical underclearance.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER

This item is computer generated from the values recorded in Items 54 B1/B2 & B3 for FHWA requirements only. The value is not stored in the data base system.

The following codes may be seen on federal reports:

<u>Code</u>	<u>Description</u>
H	Highway beneath structure
R	Railroad beneath structure
N	Feature not a highway or railroad

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME MINIMUM VERTICAL HIGHWAY UNDERCLEARANCE (RIGHT / LEFT)	ITEM NO. 54B1/B2 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(10) Key Route Under 1/		N/A
INQUIRY SCREENS	(16) Key Route Under		(14) Key Route Under

DESCRIPTION AND PURPOSE OF ITEM

This is the minimum vertical underclearance between a roadway beneath the structure and the underside of the bridge superstructure.

CODE AND SCREEN ENTRY INSTRUCTIONS

- 1/** This item can also be updated via the IRIS file Item 152A&B for those Key Routes that are linked. (See ISIS Item 12 for information on Linkage.) Entry is transferred immediately between the two systems. For those Key Routes that are NOT LINKED, entry can be recorded via the ISIS file only.

Two four-digit fields, 2 each for feet and inches.

Enter the measurement in the appropriate field filling any leading positions with zeros.

Leave blank when there is no highway under the structure.

"Right" is defined as southbound or eastbound direction of travel.

"Left" is defined as northbound or westbound direction of travel.

For structures with one roadway carried by the Key Route under, report the minimum vertical underclearance in the "Right" field (Item 54B1) and leave the "Left" field (Item 54B2) blank. Refer to Appendix C, Figure 6.1.

For structures with two roadways carried by the Key Route under, report the "Right and Left" minimum vertical underclearances (Items 54B1, 54B2, respectively). Refer to Appendix C, Figure 6.1.

For structures with a highway/railroad combination under, report the vertical underclearance(s) for the highway in Items 54B1/B2 and report the measurement for the railroad in Item 53B. Refer to Appendix C, Figure 6.1.

For structures with more than two roadways carried by the Key Route under, report the Right and Left minimum underclearances for those roadways as identified in Items 47A/B.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME RAILROAD VERTICAL UNDERCLEARANCE	ITEM NO. 54B3 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This is the minimum vertical underclearance between a railroad beneath the structure and the underside of the bridge superstructure.

Refer to Appendix C, Figure 6.1.

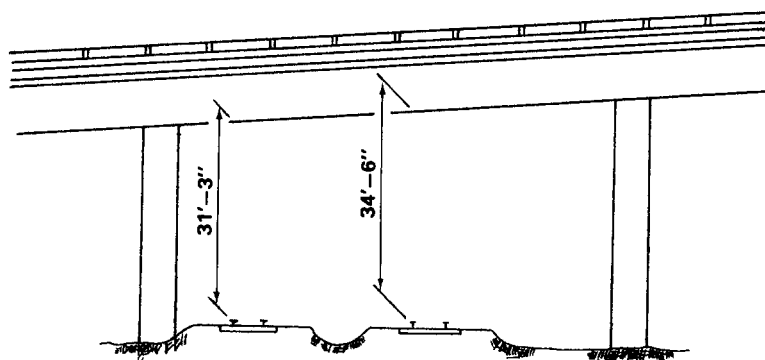
CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, two each for feet and inches.

Enter the measurement in the appropriate field, filling any leading position with zeros.

Leave blank when structures do not pass over a railroad.

EXAMPLE:



Railroad 31' 3" beneath structure Enter: 31 03

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME MINIMUM LATERAL UNDERCLEARANCE REFERENCE FEATURE	
		ITEM NO. 55A PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	None		None

DESCRIPTION AND PURPOSE OF ITEM

This item indicates which feature (highway or railroad) has the smallest lateral underclearance.

CODE AND SCREEN ENTRY INSTRUCTIONS

This item is computer generated from the values recorded in Items 55B/B1 and 56 for FHWA requirements only. The value is not stored in the ISIS database system.

The following codes may be seen on federal reports:

<u>Code</u>	<u>Description</u>
H	Highway beneath structure
R	Railroad beneath structure
N	Feature not a highway or railroad

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME MINIMUM LATERAL HIGHWAY UNDERCLEARANCE (RIGHT / OUTSIDE or S / E)	ITEM NO. 55B PAGE 1 of 1 EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Program Development	N/A	
STRUCTURES	All	N/A	
UPDATE SCREENS	(10) Key Route Under	N/A	
INQUIRY SCREENS	(16) Key Route Under	(14) Key Route Under	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the minimum lateral clearance beneath a structure measured from the right edge of the pavement to the nearest substructure unit such as a pier or abutment, or to the toe of a slope steeper than 3:1. This item applies only to structures over a highway.

Measure the minimum lateral clearance from the right pavement edge for both directions of travel and record the lesser measurement. In the case of dual roadways carried by the Key Route, measure the right (outside) clearances for both roadways and record the lesser measurement.

The right edge of the pavement is the right edge of that portion of the roadway provided for (and intended to support) the passage of through traffic. Pavement does not include shoulders.

For highways with curb and gutter, measure from the face of the curb to the nearest obstruction.

For structures over a highway-railroad combination, describe the highway in Item 55B and record the railroad clearance in Item 55B1.

Refer to Appendix C, Figure 9.1.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, to one decimal position.

Enter the measurement in feet and tenths, filling leading spaces with zeros as appropriate.

For those pavements that are immediately adjacent to a subway wall (no curb), record 00.1 (computer system will not accept entry of 00.0).

For those clearances greater than 99.8 feet, code 99.8.

EXAMPLES:

Lateral <u>Underclearance, Right or S/E</u>	<u>Enter</u>
12.6	12.6
2.6	02.6
No Clearance Available	00.1

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME RAILROAD LATERAL UNDERCLEARANCE	ITEM NO. 55B1 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the minimum lateral clearance for a railroad passing beneath a structure. The clearance is measured from the centerline of the tracks to the nearest substructure unit, such as a pier or abutment, to the toe of a slope greater than 3:1.

Refer to Appendix C, Figure 9.1.

CODE AND SCREEN ENTRY INSTRUCTIONS

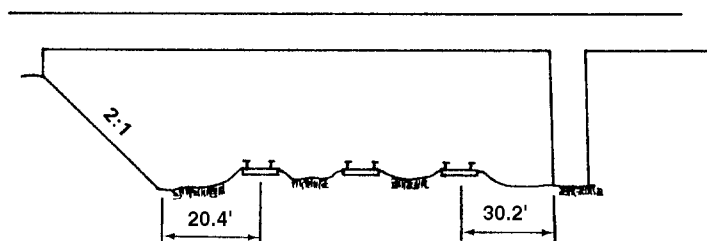
A three-digit field, to one decimal position.

Enter the measurement in feet and tenths, filling leading positions with zeros as appropriate.

For those clearances greater than 99.8 feet, code 99.8.

Leave blank for structures not crossing a railroad.

EXAMPLE:



Enter: 20.4

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME MINIMUM LATERAL UNDERCLEARANCE (DIVIDED HIGHWAY; LEFT or N / W)	ITEM NO. 56 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(10) Key Route Under		N/A
INQUIRY SCREENS	(16) Key Route Under		(14) Key Route Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the minimum lateral clearance beneath a structure measured from the left (median) edge of the pavement to the nearest substructure unit or median barrier. This item applies only to a structure over a divided highway or an undivided highway with center obstruction separating the traffic lanes.

The clearance is to be measured from the left (median) edge of the pavement to the nearest substructure unit or median barrier for each direction of travel. Report the smaller distance to the nearest tenth of a foot.

The left edge of the pavement is the left edge of that portion of the roadway provided for (and intended to support) the passage of through traffic. The pavement does not include shoulders.

For highways with curb and gutter, measure from the face of the curb to the nearest obstruction.

Refer to Appendix C, Figure 9.1.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, to one decimal position.

Enter the measurement in feet and tenths, filling leading positions with zeros as appropriate.

For those clearances greater than 99.8 feet, code 99.8.

Leave blank if not applicable.

EXAMPLE:

- a. A bridge crossing a divided highway has lateral underclearances on left of 5.6 feet and 4.3 feet.

In Item 56, Enter: 04.3

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ITEM NAME **NOT USED; RESERVED FOR FHWA**

ITEM NO.	57
PAGE	1 of 1
EFF. DATE	07/01/02

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **CONDITION RATINGS - GENERAL**

ITEM NO. **58-62**
PAGE **1 of 2**
EFF. DATE **07/01/02**

Evaluation is based on the physical condition of the materials included in the deck, superstructure, substructure and culvert components. The condition evaluation of channels and channel protection is based on the natural elements in the channel. Condition ratings are intended to provide a basis for assessing the safety of in-service bridges and not as a direct determinant for bridge maintenance.

Condition ratings are used to describe existing, in-place bridge components as compared to their as-built conditions. These components include: Deck, Superstructure, Substructure, Channel and Channel Protection and Culverts. Typically, condition codes are properly used when they provide an overall characterization of the general condition of the entire component being rated. Conversely, they are improperly used if they attempt to describe localized or nominally occurring instances of deterioration or disrepair. However, the inspector should recognize, for locally occurring deficiencies as well as for general conditions, that the severity of a deficiency on a primary member is evaluated by how much that deficiency affects the load capacity of the overall structure. For example, if one web area of a multi-beam bridge was the only sign of deterioration, the superstructure rating would be based on the condition characterized by all of the beams. However, if the flange of one of the beams showed advanced section loss near midspan of the same bridge, which could affect the load capacity, the rating would be based on this severe condition.

The Bureau of Bridges and Structures or a Licensed Structural Engineer is to be notified to perform an evaluation of the load carrying capacity of the bridge when condition ratings warrant in accordance with the requirements of IDOT bridge rating policy. Condition ratings assigned during a Routine NBIS Inspection should take into account structural condition findings of a recent load rating evaluation, especially if that evaluation was performed since the last NBIS inspection. Inspection notes that outline these findings should be included with the structure information documents used by the inspector. However, the fact that a bridge was designed for less than current legal loads has no influence on condition ratings. Therefore, the load carrying capacity, in and of itself, is *not* to be used in evaluating condition items.

The condition evaluation of portions of bridges that are being supported, replaced or eliminated by temporary measures is based on their actual condition as if the temporary measures were not present. However, when a temporary member has been in place more than five (5) years, for the purposes of the NBIS inspection, it is considered as a permanent integral part of the structure and will be accounted for in the condition evaluation.

Bridge inspections should be accomplished using the *Bridge Inspector's Training Manual 90* and supplements and the most recent edition of the *AASHTO Manual for Condition Evaluation of Bridges* as reference. Findings of the NBIS Inspections must be recorded and coded on one of the two alternative forms, Bridge Inspection Report (MI) (Form BBS-BIR-1) or Bridge Inspection Report (SI) (Form BBS-BIR-2).

History is retained in the ISIS for each of these items based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

The following general condition ratings should be used as the authoritative guide for assigning condition ratings when evaluating Items 58, 59, 60, 61 and 62. The specific component condition rating guides on the following pages, along with the *Bridge Inspector's Training Manual 90* or the *Culvert Inspection Manual*, may be used to assist the inspector in recognizing and evaluating deficiencies which may be present in decks, superstructures, substructures or culverts.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	CONDITION RATINGS - GENERAL	ITEM NO.	58-62
		PAGE	2 of 2
		EFF. DATE	07/01/02

<u>Code</u>	<u>Description</u>
N	Not Applicable
9	Excellent (New) Condition
8	Very Good Condition - No problems noted.
7	Good Condition - Some minor problems.
6	Satisfactory Condition - Structural elements show some minor deterioration.
5	Fair Condition - All primary structural elements are sound but may have minor section loss, cracking, spalling or scour. Inventory and operating ratings (Items 66 & 64) are not affected.*
4	Poor Condition - Advanced section loss, deterioration, spalling or scour; review of the structural condition will be required prior to the issuance of overload permits for structures where Item 59, 60 or 62 is coded "4". Such an appraisal for any of these items implies that the inventory and operating ratings (Items 66 & 64) are reduced even though weight limit posting may not be required.*
3	Serious Condition - Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present; overload permits will not be allowed for structures where Item 59, 60 or 62 is coded "3" or less. Such an appraisal for any of these items implies that the load carrying capacity has been reduced to the point where a substantial truck load limit restriction is required.*
	Note: A description must be included in the "Inspection (Routine NBIS) Remarks" (Item 90B) concerning the reason for a rating of 3 or less.
2	Critical Condition - Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken. When a bridge component is appraised at this level, a special inspection of that component is required at intervals not to exceed 6 months.*
1	"Imminent" Failure Condition - Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement is affecting structure stability. Bridge is closed to traffic or temporary measures are in place to allow it to remain open but permanent corrective action may put it back in service.
0	Failed Condition - Out of service; beyond corrective action.

- * Revising a condition rating to or from "2", "3" or "4" by the inspector indicates that a structural evaluation should be requested for a final determination of whether application or relaxation of loading restrictions is warranted. This evaluation must be performed by or reviewed by the Bureau of Bridges and Structures. The inspector should also be aware of a *load* rating performed within 5 years prior to the inspection and apply the condition ratings with due consideration of the findings of that evaluation.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **ELEMENT RATINGS - GENERAL**

ITEM NO.	Composite
PAGE	1 of 1
EFF. DATE	07/01/02

DESCRIPTION AND PURPOSE OF ITEM

Element ratings may be used to describe the condition of specific portions of the Deck, Superstructure, Substructure, Channel and Channel Protection and Culverts. Element ratings appear only on the Bridge Inspection Report form (BBS-BIR-1) and are coded at the option of the agency responsible for the NBIS Inspections. These ratings do not typically affect the Condition Ratings of the bridge components listed above and are not transferred from the Bridge Inspection Report form to the computer data base system. However, specific deficiencies may affect both the Condition Evaluations and the individual element ratings.

The purpose for the coding of element ratings is to provide more detailed supplemental information than is included in the database, which may be of value in assessing maintenance needs. Whether or not these element condition ratings are coded, specific deficiencies or other noteworthy items should be covered by detailed comments recorded on the inspection report form.

The following general element ratings should be used as a guide in evaluating the elements of Items 58, 59, 60, 61 and 62:

<u>Rating*</u>	<u>Condition</u>
5 or N	New
4 or G	Good
3 or F	Fair
2 or P	Poor
1 or R	Needs Replacement

* Whether to use the numeric or alpha rating values will be the prerogative of the agency responsible for the inspection of the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER in ISIS.

The Element Ratings Descriptions are provided herewith for informational purposes only.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME DECK CONDITION	ITEM NO. 58 PAGE 1 of 5 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance / Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisals	(2) Inspection 1 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item describes the overall condition rating of the Deck.

Concrete decks should be inspected for cracking, scaling, spalling, leaching, chloride contamination, potholing, delamination, and full or partial depth failures. Aggregate pop-outs on bare concrete decks should be considered primarily as a wearing surface and riding quality problem with only a minor effect on the Deck Condition Rating. Steel grid decks should be inspected for broken welds or grids, section loss, and growth of filled grids from corrosion. Timber decks should be inspected for splitting, crushing, fastener failure, and deterioration from rot.

While the condition of decks is normally based on a visual evaluation, evaluation techniques typically associated with detailed bridge condition reports such as concrete cores, electrical half-cells, etc. may be used at the discretion of the inspection agency. Interpretation of test results should be by properly qualified individuals and applied to the deck condition accordingly.

The condition evaluation should be primarily based on the appearance of the underside of the deck (deck soffit). The condition of the wearing surface, parapets / bridge railings, curbs, median, sidewalks, drain system, light standards and expansion joints may be recorded on the inspection form (refer to Appendix E, Form BBS-BIR-1) using the rating scales described under "Element Ratings - General" (Item No. Composite, Page 1 of 1, prior to Item 58). These ratings should not be considered in the overall deck condition.

On bridges where the deck is integral with the superstructure, the superstructure and deck condition ratings may be affected by one another. It should be noted, however, that the superstructure condition rating differs from the deck condition rating in that it is more related to the ability to carry overall vehicular loading rather than the individual wheel loads for which the deck is designed. For example, an integral deck may have instances of full depth failures which have little or no affect on the ability of the superstructure to perform its function.

Needed repairs should be recorded on designated forms and reported to appropriate personnel in accordance with the policies of the maintaining agency.

History is retained for this item based on each Inspection Date - Item 90.

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ITEM NAME **DECK CONDITION**

ITEM NO.	58
PAGE	2 of 5
EFF. DATE	07/01/02

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Rate and code the structure's condition in accordance with the "Condition Ratings - General" described on the preceding pages (Item No. 58-62 discussion, pages 1 of 2 and 2 of 2).

The Condition Rating Guides for Specific Deck Types on the following pages (pages 3 of 5 through 5 of 5) are intended only to provide some assistance in recognizing typical kinds of deck deficiencies and relating them to an appropriate Deck Condition Rating.

All Deck Types will use the same coding guidelines as described below for deck rating codes of N, 9, 1, and 0 (zero).

FOR ALL DECK MATERIAL TYPES

CONDITION RATING GUIDES FOR CODES N, 9, 1 AND 0

<u>Code</u>	<u>Description</u>
N	Culvert.
9	New deck.
1	Deck in "imminent failure" condition requiring bridge closure or temporary measures to allow structure to remain open.
0	Deck that has failed and is beyond repair, requiring bridge closure.

Condition Rating Guides for codes 2 through 8 pertaining to specific deck material types are described on the following pages.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **DECK CONDITION**

ITEM NO.	58
PAGE	3 of 5
EFF. DATE	07/01/02

CONDITION RATING GUIDES FOR SPECIFIC DECK MATERIALS

CONCRETE BRIDGE DECKS

Code	Description
8	VERY GOOD. Minor cracks may be present but no spalling, scaling, pop-outs or delamination. If tested, electrical potential is less than 0.35 and chloride content less than 2.0 pounds per cubic yard.
7	GOOD. Some cracks, light scaling (less than 1/4" depth) or pop-outs may be present. If tested, up to 10% of the deck may be chloride contaminated (i.e. - electrical potential greater than 0.35 or chloride content greater than 2.0 lb/yd ³). No more than 1% of the deck may be spalled..
6	SATISFACTORY. Open cracks may have occurred at ≥ 5 foot intervals over a majority of the deck soffit. Spalls, delaminations and scaling may be present on up to 10% of the deck riding surface or soffit area. Up to 10% of the deck soffit may be map cracked or continuously wet. If tested, up to 20% of the deck may be chloride contaminated. No full depth failures.
5	FAIR. Spalls, delaminations and scaling may be present on up to 25% of the deck surface or soffit area. Up to 25% of the deck soffit may be map cracked or continuously wet. If tested, up to 40% of the deck area may be chloride contaminated. Cracks, typically with leaching, may have occurred in the deck soffit spaced at < 5 feet. Full depth failures could be present but do not affect traffic.
4	POOR. Spalls, delaminations and scaling, may be present in over 25% of the deck surface or soffit area. Over 25% of the deck soffit may be map cracked or continuously wet. If tested, over 40% of the deck area is chloride contaminated. Full depth failures present or imminent.
3	SERIOUS. Condition is similar to the description for a condition rating of "4", though more extensive. Full depth failures are in evidence to the point that wheel loads must be restricted, or temporary measures implemented, due to the danger to traffic or of the possibility of additional failures being caused by heavy wheel loads.
2	CRITICAL. Full depth failures over much of the deck which require frequent Special Inspections to keep the bridge open because of the possibility of sudden deck failure. Temporary measures may be needed to allow continued use of the structure.

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertaining to all deck material types, refer to Item No. 58, Page 2 of 5.

**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

ITEM NAME DECK CONDITION	ITEM NO. 58	
	PAGE 4 of 5	
	EFF. DATE	07/01/02

CONDITION RATING GUIDES FOR SPECIFIC DECK MATERIALS

STEEL BRIDGE DECK

<u>Code</u>	<u>Description</u>
8	VERY GOOD. Tightly secured to floor system with no rust.
7	GOOD. Loose at some connections with minor rusting. A few cracked welds and/or broken grids.
6	SATISFACTORY. Considerable rusting with indications of initial section loss. Loose at many locations. Some cracked welds and/or broken grids.
5	FAIR. Heavy rusting with areas of section loss. Loose at numerous locations. Numerous cracked welds and/or broken grids. Grid sections may be uplifting in isolated areas.
4	POOR. Heavy rusting resulting in considerable section loss and some holes through deck. Many welds cracked and/or grids broken. Uplifting of grid sections may be occurring throughout deck.
3	SERIOUS. Severe or critical signs of structural distress are visible to the point where load limits will have to be posted.
2	CRITICAL. Same as condition rating of "3" but a reduced interval Special Inspection required to allow bridge to remain open.

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertinent to all deck material types, refer to Item No. 58, Page 2 of 5.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME DECK CONDITION	ITEM NO. 58	
	PAGE 5 of 5	
	EFF. DATE	07/01/02

CONDITION RATING GUIDES FOR SPECIFIC DECK MATERIALS

TIMBER BRIDGE DECK

<u>Code</u>	<u>Description</u>
8	VERY GOOD. No crushing, rotting, or splitting. Tightly secured to floor system.
7	GOOD. Minor cracking, checking or splitting with a few loose planks.
6	SATISFACTORY. A minor number of rotted or crushed planks in need of replacement. Many planks cracked or split. Many loose planks. Fire damage limited to surface scorching with insignificant section loss. Some wet areas noted.
5	FAIR. Numerous planks cracked, split, rotted, or crushed and in need of replacement though overall capacity of deck for wheel loads is not affected. Many planks may be loose. Fire damage limited to surface charring with minor section loss. A few wet areas with sufficient water present to support fungus growth.
4	POOR. Majority of the planks are rotted, crushed, and/or split, necessitating replacement of the entire deck. Fire damage may be present, with section loss that has reduced the load carrying capacity of the deck. Many wet areas with possibly green leafy growth growing from or directly on the deck.
3	SERIOUS. Severe signs of structural distress are visible to the point where load limits will have to be posted. Major fire damage which will substantially reduce the load carrying capacity of the member.
2	CRITICAL. Advanced deterioration with partial deck failure to the point where a Special Inspection at reduced intervals is necessary to allow the structure to remain open.

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertinent to all deck material types, refer to Item No. 58, Page 2 of 5.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME SUPERSTRUCTURE CONDITION	ITEM NO. 59 PAGE 1 of 6 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance / Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(12) Inspection / Appraisals	(2) Inspection, 1 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item describes the physical condition of all structural members of the Superstructure as it affects the structural sufficiency of the bridge.

The structural members should be inspected for signs of distress which may include cracking, deterioration, section loss, and malfunction and misalignment of bearings.

The condition of bearing devices, diaphragms & braces, truss portals & bracing, rivets & bolts, and paint may be rated and recorded on the inspection form using the rating scales described under "Element Ratings - General" (refer to Item No. Composite which follows Item No. 58-62, Item Name "Condition Ratings – General." Also see Appendix E, Form BBS-BIR-1). These element ratings do not directly affect the condition rating. Element ratings will also be recorded on the inspection form for stringers, girders & beams. Of course, deficiencies in these elements may also affect the superstructure condition rating. The utilities and paint elements should be completed using the codes in Items 59A, B and C. These elements are exceptions as they are to be recorded in the computer record even though they do not directly affect the sufficiency of the superstructure.

On bridges where the deck is integral with the superstructure, the superstructure and deck condition ratings may be affected by one another. It should be noted, however, that the superstructure condition rating differs from the deck condition rating in that it is more related to the ability to carry overall vehicular loading rather than the individual wheel loads that the deck is designed to carry. For example, an integral deck may have instances of full depth failures that have very little effect on the ability of the superstructure to perform its function.

Fracture critical components should receive careful attention because failure could lead to collapse of a span or the bridge. The Superstructure Condition Rating should not be higher than the Fracture Critical Appraisal Rating (Item 93A1) though it may be lower.

Needed repairs should be recorded on designated forms and reported to appropriate personnel in accordance with the policies of the maintaining agency.

History is retained for this item based on each Inspection Date - Item 90.

**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

ITEM NAME **SUPERSTRUCTURE CONDITION**

ITEM NO.	59
PAGE	2 of 6
EFF. DATE	07/01/02

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Rate and code the structure's condition in accordance with the "Condition Ratings - General" described on the preceding pages (Item No. 58-62 discussion, pages 1 of 2 and 2 of 2).

The Condition Rating Guides for Specific Superstructure types on the following pages (pages 3 of 6 through 6 of 6) are intended only to provide some assistance in recognizing typical kinds of superstructure deficiencies and relating them to an appropriate Superstructure Condition Rating.

All Superstructure Types will use the same coding guidelines as described below for superstructure rating codes of N, 9, 1, and 0 (zero).

FOR ALL SUPERSTRUCTURE MATERIAL TYPES

CONDITION RATING GUIDES FOR CODES N, 9, 1 AND 0

<u>Code</u>	<u>Description</u>
N	Culvert.
9	New superstructure.
1	Superstructure in "imminent failure" condition requiring bridge closure or temporary measures to allow structure to remain open.
0	Superstructure that has failed and is beyond repair, requiring bridge closure.

Condition Rating Guides for codes 2 through 8 pertaining to specific superstructure material types are described on the following pages.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **SUPERSTRUCTURE CONDITION**

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CONDITION RATING GUIDES FOR SPECIFIC SUPERSTRUCTURE MATERIALS

STEEL SUPERSTRUCTURE

<u>Code</u>	<u>Description</u>
8	VERY GOOD. No visible rust.
7	GOOD. Some rust may be present but without any section loss.
6	SATISFACTORY. Initial section loss (minor pitting, scaling, or flaking) in non-critical areas.
5	FAIR. Initial section loss in critical areas. Fatigue or out-of-plane bending cracks may be present in non-critical areas. Hinges may be showing minor corrosion problems.
4	POOR. Section loss in critical area resulting in need for load evaluation. Fatigue or out-of-plane bending cracks may be present in major structural elements.
3	SERIOUS. Severe section loss or cracking in a critical area to the point where a load restriction is needed. Minor failures may have occurred.
2	CRITICAL. Same as condition rating "3" but a reduced interval Special Inspection is necessary to keep the bridge open.

REINFORCED CONCRETE SUPERSTRUCTURE

<u>Code</u>	<u>Description</u>
8	VERY GOOD. No significant defects. Very minor shrinkage cracks, surface scaling, spalling or pop-outs which do not expose reinforcing steel may be present.
7	GOOD. Non-structural hairline cracks (≤ 0.30 mm thick) without disintegration. Minor pop-outs or spalls may be present but no main reinforcing steel exposed. Stirrup or secondary reinforcement may be exposed in a few locations.
6	SATISFACTORY. Extensive non-structural hairline cracks and a few cracks larger than hairline may be present. Exposure of main reinforcement due to spalling or scaling with surface rust or very minor rust pitting possible.
5	FAIR. Substantial deterioration and/or disintegration but not affecting load capacity. Hairline structural cracks, extensive non-structural cracks and many areas of spalling may be present. Very minor section loss of reinforcing steel possible.

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertaining to all superstructure material types, refer to Item No. 59, Page 2 of 6.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	SUPERSTRUCTURE CONDITION	ITEM NO.	59
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		EFF. DATE	07/01/02

CONDITION RATING GUIDES FOR SPECIFIC SUPERSTRUCTURE MATERIALS

REINFORCED CONCRETE SUPERSTRUCTURE (cont'd)

Code	Description
4	POOR. Flexural or shear cracks greater than hairline thickness (unless a recent structural evaluation has determined them to have no effect on total load capacity). Main reinforcing steel exposed with significant section loss. Spalling or scaling of large portions of the deck which is judged to significantly reduce the distance from the top of sound concrete to the bottom layer of main steel reinforcement.
3	SERIOUS. Similar to the description for a condition rating of "4" although more extensive with deterioration to the point where load posting would be judged as necessary.
2	CRITICAL. Similar to the description for a condition rating of "3" although more extensive with deterioration to the point where the structure requires a reduced interval Special Inspection to remain open to traffic. Shear failures at beam-end bearing areas may exist which should be temporarily supported or repaired.
Note:	Refer to the general discussion of Superstructure Condition (Item No. 59, page 1 of 5) for further discussion of the potential effect of an integral deck on superstructure evaluation.

PRESTRESSED CONCRETE BEAMS

General Notes: Prestressing strands, reinforcement bars or wire mesh should be considered exposed in areas where the concrete appears to be deteriorated and unsound to the level of the strands, bars or mesh. Strands adjacent to longitudinal cracks shall be interpreted as being exposed.

The dimensions stated below relate to the perimeter of the cross section of the beams.

Code	Description
8	VERY GOOD. No notable problems.
7	GOOD. No beams with prestressing strands, stirrup reinforcement bars or wire mesh exposed. Minor cracking may be present in keyways, but no leakage occurring through them, and no differential movement occurring between deck beams.
6	SATISFACTORY. <i>Center half of beams:</i> No beams with prestressing strands, stirrup reinforcement or wire mesh bars exposed. No longitudinal cracking or spalling along the bottom of the beams. <i>End quarters of beams:</i> No more than 2 strands or 3" of stirrup reinforcement bars or 3" of wire mesh exposed in the bottom of any beam. Small areas of wire mesh may be exposed due to inadequate concrete cover occurring during manufacturing. For deck beams, keyway cracking may be evident with minor leakage, but beams are still fully acting together.

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertaining to all superstructure material types, refer to Item No. 59, Page 2 of 6.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	SUPERSTRUCTURE CONDITION	ITEM NO.	59
		PAGE	5 of 6
		EFF. DATE	07/01/02

CONDITION RATING GUIDES FOR SPECIFIC SUPERSTRUCTURE MATERIALS

PRESTRESSED CONCRETE BEAMS (cont'd)

<u>Code</u>	<u>Description</u>
5	<p>FAIR. <i>Center half of beams:</i> No more than 2 strands or 3" of stirrup reinforcement bars or 3" of wire mesh exposed in any beam. Longitudinal cracking or spalling limited to one edge with no other defects exposing reinforcement, wire mesh or strands.</p> <p><i>End quarters of beams:</i> No more than 4 strands or 6" of stirrup reinforcement bars or 6" of wire mesh exposed in the bottom of any beam.</p> <p>Larger areas of wire mesh may be exposed due to inadequate concrete cover occurring during manufacturing. For deck beams, keyway cracking with extensive leakage and evidence that beams are beginning to act independently of each other.</p>
4	<p>POOR. <i>Center half of beams:</i> Prestressed strands, stirrup reinforcement bars or wire mesh exposed for no more than 1/3 the width of any beam bottom.</p> <p><i>End quarters of beams:</i> Prestressed strands, stirrup reinforcement bars or wire mesh exposed for no more than 1/2 the width of any beam bottom.</p> <p>Extensive areas of wire mesh exposed and actively corroding due to inadequate concrete cover occurring during manufacturing. For deck beams, keyways have failed, beams are visibly acting independently of each other, but there is no other damage to the beams. Longitudinal cracks initiating in the bottom of deck beams within the center half of the beam width.</p>
3	<p>SERIOUS. <i>Center half of beams:</i> Prestressing strands, stirrup reinforcement bars or wire mesh exposed for no more than 1/2 the width of any beam bottom.</p> <p><i>End quarters of beams:</i> Prestressing strands, stirrup reinforcement bars or wire mesh exposed for no more than 2/3 the width of any beam bottom.</p> <p>Transverse cracks in bottom of beams or hairline vertical/diagonal shear cracks in beam webs may be developing. Extensive spalling associated with areas of wire mesh exposed and actively corroding due to inadequate concrete cover occurring during manufacturing. For deck beams, keyways have failed, and beams visibly separated and acting independently of each other. Extensive longitudinal cracks present in the bottom of deck beams within the center half of the beam width.</p>
2	<p>CRITICAL. Similar to but more serious and extensive than what is described for a condition rating of "3". Structural elements that are judged to be in critical condition must receive reduced interval Special Inspections in order for the structure to remain open to traffic. Measurable shear cracks.</p>

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertaining to all superstructure material types, refer to Item No. 59, Page 2 of 6.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

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		EFF. DATE	07/01/02

CONDITION RATING GUIDES FOR SPECIFIC SUPERSTRUCTURE MATERIALS

TIMBER SUPERSTRUCTURE

<u>Code</u>	<u>Description</u>
8	VERY GOOD. May have only very minor defects in beams or stringers at non-critical locations.
7	GOOD. Minor insignificant decay, cracking, or splitting of beams or stringers.
6	SATISFACTORY. Some decay, cracking, or splitting of beams or stringers may be occurring near the main load carrying portions. Fire damage limited to surface scorching with no significant section loss.
5	FAIR. Substantial decay, cracking, or splitting of beams or stringers but no significant effect in critical areas such as beam ends and mid-span. Fire damage limited to surface charring with minor section loss.
4	POOR. Extensive decay, cracking, splitting or crushing of beams or stringers, or fire damage with main load carrying portions affected.
3	SERIOUS. Severe decay, cracking, splitting or crushing of beams or stringers, or fire damage with major section loss in critical load carrying portions of members. A further progression of problems noted for a condition rating of "4".
2	CRITICAL. Beam ends may be crushed or split with settlement of deck. Any further deterioration of problems noted for a condition rating of "3". Deterioration has progressed to the point where a reduced interval Special Inspection is necessary to allow bridge to remain open.

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertaining to all superstructure material types, refer to Item No. 59, Page 2 of 6.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME LAST PAINT DATE	ITEM NO. 59A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance / Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisals	(2) Inspection 2 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item records the last month and year the bridge was painted.

If an entry is made for this item, an entry is also required for Item 59B - Paint Type.

History is retained for this item based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, 2 for month and 4 for year (MM YYYY format).

Enter the date in the appropriate spaces, filling leading spaces with zeros.

If the date is unknown, provide a best estimate.

EXAMPLES:

<u>Date</u>	<u>Enter</u>
July 1987	07 1987
October 1989	10 1989

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME LAST PAINT TYPE	ITEM NO. 59B PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance / Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisals	(2) Inspection 2 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the type of paint used for the time it was painted as indicated in Item 59A - Last Paint Date. This item is required if an entry is made for Item 59A.

History is retained for this item based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field composed of the following positions:

- 1st position - most extensively used paint system
- 2nd position - second system
- 3rd position - third system
- 4th position - handrail

Enter any combination of the codes listed below in the sequence listed above. Unused spaces can be left blank.

Code

Paint Type

- A. Shop applied Basic Lead Silico Chromate or Red Lead primer/Maroon first field coat and interstate green* final coat.
- B. Shop applied Basic Lead Silico Chromate or Red Lead primer/Aluminum first and final field coats.
- C. Combination of A and B.
- D. Field applied Basic Lead Silico Chromate or Red Lead primer/Maroon and interstate green* 2nd and final coats.
- E. Field applied Basic Lead Silico Chromate or Red Lead primer/Aluminum 2nd and final coats.

* Or any final color chosen by the district.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	LAST PAINT TYPE	ITEM NO.	59B
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<u>CODE</u>	<u>PAINT TYPE</u>
-------------	-------------------

- | | |
|----|---|
| F | Combination of D and E. |
| G. | Shop applied Zinc Silicate and Field applied Vinyl paint system. |
| H. | Field applied Zinc Silicate and Vinyl paint system. |
| I. | Aluminum Epoxy Mastic Primer and Vinyl or Urethane overcoat system. |
| J. | Iron Oxide/Zinc Oxide Primer and Alkyd top coats. |
| K. | Iron Oxide/Zinc Oxide Primer and Aluminum Phenolic top coats. |
| L. | Miscellaneous Alkyd systems. |
| M. | Miscellaneous Epoxy systems. |
| N. | Miscellaneous Urethane primer systems. |
| O. | Base weathering Steel. |
| P. | Other coating systems. |
| Q. | Other protective systems. |
| R. | No protection system. |
| S. | Shop applied Zinc Silicate and Field applied Acrylic paint system. |
| T. | Field applied Zinc Silicate and Acrylic paint system. |
| U. | Field applied Aluminum Epoxy and Acrylic. |
| V. | Galvanized |
| W. | Shop applied Metallizing & Field applied Polyurethane |
| X. | Shop applied Zinc Silicate & Field applied Polyurethane |
| Y. | Shop applied Organic Zinc and Field applied Epoxy & Polyurethane |
| Z. | Field applied Organic Zinc, Epoxy & Polyurethane |

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME UTILITIES ATTACHED TO STRUCTURE	
		ITEM NO. 59C PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance / Operations
STRUCTURES	Local		State
UPDATE SCREENS	(12) Inspection / Appraisals		(2) Inspection
INQUIRY SCREENS	(4) Inspection / Appraisals		(2) Inspection 2 of 2

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the type of utilities that are attached to the structure. Up to three utilities can be recorded.

History is retained for this item based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, the first two of which may contain any code except "C".

Begin entry in first space available. Unused spaces may be left blank only if first position is not "N". If first position is "N", code remaining two positions as "NN".

<u>Code</u>	<u>Utility</u>
0	Stream Gauge Conduit
1	Natural Gas
2	Petroleum
3	Water Line
4	Steam
5	Storm Water
6	Sewer
7	Telephone
8	Cable
9	Electric
A	Fiber Optics
B	Other
C	Combination
N	Not Applicable

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME SUBSTRUCTURE CONDITION	ITEM NO. 60 PAGE 1 of 5 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance / Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisals	(2) Inspection 1 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item describes the physical condition of piers, abutments, piles, fenders, footings or other substructure components as it affects the structural sufficiency of the bridge.

The substructure elements should be inspected for visible signs of distress, including evidence of cracking, section loss, settlement, misalignment, scour, collision damage and corrosion. These elements include stems, breastwalls, crash walls, columns & piles, caps, bearing seats, backwalls, wingwalls, fender systems and paint. The element ratings may be assigned using the rating scales described under "Element Ratings - General" (Item No. Composite, Page 1 of 1, following the "Condition ratings – General" Item No. 58-62. Also refer to Appendix E, form BBS-BIR-1). The element ratings do not necessarily have a direct effect on the overall condition rating. However, serious and extensive deficiencies may affect the rating of both the elements and overall condition ratings.

The rating given to Item 93B1 (Underwater Appraisal Rating) may have a significant effect on this item if scour or subsurface deterioration has substantially affected the overall condition of the substructure. The rating assigned to this item should be no greater than that given to Item 93B1. The rating for Item 113 (Scour Critical Evaluation) is unrelated unless significant scour has actually occurred at the bridge.

Integral-abutment wingwalls to the first construction or expansion joint shall be included in the evaluation. For non-integral superstructure and substructure units, the substructure shall be considered as the portion below the bearings except that it shall also include abutment backwalls. For structures where the substructure and superstructure are integral, the substructure shall be considered as the portion of the bridge below the intersection of the bottom of the superstructure with the vertical column or wall face. If the substructure has Steel Fracture Critical Members, the rating of the substructure should be no higher than the rating for types E1, E2, E3 or E4 of Item 92A1 as recorded in Item 93A1.

Needed repairs should be recorded on designated forms and reported to appropriate personnel in accordance with the policies of the maintaining agency.

History is retained for this item based on each Inspection Date - Item 90.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **SUBSTRUCTURE CONDITION**

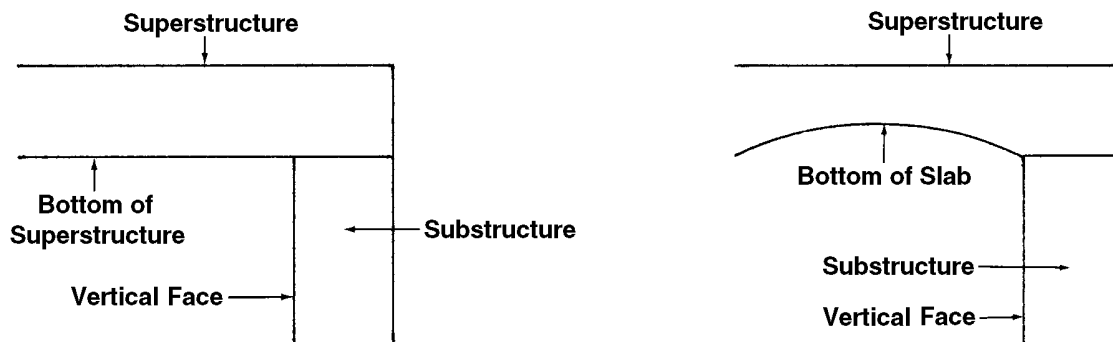
ITEM NO.	60
PAGE	2 of 5
EFF. DATE	07/01/01

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Rate and code the structure's condition in accordance with the "Condition Ratings - General" described on the preceding pages (Item No. 58-62 discussion, pages 1 of 2 and 2 of 2).

The Condition Rating Guides for Specific Substructure Types on the following pages (pages 3 of 5 through 5 of 5) are intended only to provide some assistance in recognizing typical kinds of substructure deficiencies and relating them to an appropriate Substructure Condition Rating.



All Substructure Types will use the same coding guidelines as described below for substructure rating codes of N, 9, 1, and 0 (zero).

FOR ALL SUBSTRUCTURE MATERIAL TYPES

CONDITION RATING GUIDES FOR CODES N, 9, 1 AND 0

<u>Code</u>	<u>Description</u>
N	Culvert.
9	New substructure.
1	Substructure in "imminent failure" condition requiring bridge closure or temporary measures to allow structure to remain open.
0	Substructure that has failed and is beyond repair, requiring bridge closure.

Condition Rating Guides for codes 2 through 8 pertaining to specific substructure material types are described on the following pages.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	SUBSTRUCTURE CONDITION	ITEM NO.	60
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		EFF. DATE	07/01/02

CONDITION RATING GUIDES FOR SPECIFIC SUBSTRUCTURE MATERIALS

CONCRETE OR MASONRY SUBSTRUCTURE

Code	Description
8	VERY GOOD. No significant defects. Shrinkage cracks, very light surface scaling, spalling or pop-outs which do not expose reinforcing steel. Insignificant damage caused by drift or collision with no misalignment and no corrective action warranted.
7	GOOD. Minor cracking, spalls or scaling with few incidences of exposed reinforcement with only surface rust. Minor scour may have occurred.
6	SATISFACTORY. Moderate deterioration or disintegration, spalls, cracking and leaching on concrete or masonry units with little or no loss of bearing area. Shallow, local scour may have occurred near foundations.
5	FAIR. Large portions of concrete or masonry units are spalling or scaling with exposed reinforcing steel possible. Extensive map cracking with leaching. Scour may be prominent, exposing subsurface elements, but the stability of the structure does not appear to be affected.
4	POOR. Active cracks in concrete and masonry units that indicate a reduction in the substructure unit's capacity to support the superstructure loads. Spalling or scaling is reducing the integrity of bearing seats. Major section loss of primary steel reinforcement. The stability of the unit may be affected by scour as evidenced by undermining of a spread footing type foundation unit or exposure of a large depth of piling below the streambed.
3	SERIOUS. Conditions similar to a condition rating of "4" but further advanced to the point where load restrictions are necessary. Settlement of the substructure may have occurred due to active scour. Temporary repairs or retrofits in place to maintain structural adequacy for legal loads.
2	CRITICAL. Conditions similar to a condition rating of "3" but advanced to the point where a reduced interval Special Inspection is required to allow bridge to remain open.

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertaining to all substructure material types, refer to Item No. 60, Page 2 of 5.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME SUBSTRUCTURE CONDITION	ITEM NO. 60	
	PAGE 4 of 5	
	EFF. DATE	07/01/02

CONDITION RATING GUIDES FOR SPECIFIC SUBSTRUCTURE MATERIALS

STEEL SUBSTRUCTURE

<u>Code</u>	<u>Description</u>
8	VERY GOOD. No significant defects. Very minor damage caused by drift or collision with no misalignment and not requiring corrective action.
7	GOOD. Some light surface rust. Minor scour may have occurred.
6	SATISFACTORY. Initial loss of steel section due to rust pitting may have occurred, but no effect on structural integrity of the substructure unit. Shallow, local scour may have occurred at foundation.
5	FAIR. Corrosion has caused moderate section loss but overall ability of substructure to support the structure is unaffected. Cracks may be present in non-critical areas. Scour may be progressive and/or is becoming more prominent with a possibility of exposing top of footing, but no misalignment or settlement noted.
4	POOR. Extensive section loss in critical areas of main steel members. Buckling or cracks may be present in critical areas of major structural elements. Extensive scour or undermining of footing may be affecting the stability of the unit but no significant settlement has yet occurred.
3	SERIOUS. Severe section loss in critical areas, localized failures possible. Bearing seat areas seriously deteriorated with considerable loss of bearing. Severe scour or undermining of footings affecting the stability of the unit with some settlement of the substructure. Temporary repairs may be in place to maintain structural adequacy for legal loads.
2	CRITICAL. Conditions similar to a condition rating of "3" but advanced to the point where a reduced interval Special Inspection is required to allow the bridge to remain open.

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertaining to all substructure material types, refer to Item No. 60, Page 2 of 5.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME SUBSTRUCTURE CONDITION	ITEM NO. 60
	PAGE 5 of 5
	EFF. DATE 07/01/02

CONDITION RATING GUIDES FOR SPECIFIC SUBSTRUCTURE MATERIALS

TIMBER SUBSTRUCTURE

Code	Description
8	VERY GOOD. No significant defects. Insignificant damage caused by drift or collision with no misalignment and not requiring corrective action. Scour is insignificant.
7	GOOD. Insignificant decay, cracking or splitting of timber. Minor scour may have occurred.
6	SATISFACTORY. Moderate decay, cracking or splitting of timber. Fire damage limited to surface scorching of timber with only insignificant section loss. Shallow, local scour may have occurred near foundations.
5	FAIR. Extensive decay, cracking or splitting of timber; a few secondary members may need replacement but primary members are performing their function as designed. Fire damage limited to surface charring of timber with minor section loss. Scour may be progressive and/or is becoming more prominent with a possibility of exposing subsurface elements but the stability of the structure does not appear to be significantly affected.
4	POOR. Serious decay, cracking, splitting or crushing of primary timber members that is reducing the load capacity of the substructure. Fire damage with section loss that has reduced the load carrying capacity of the substructure. Extensive exposure of timber piles as a result of erosion, reducing the penetration and affecting the stability or strength of the unit. Extensive scour or undermining of footing affecting the stability of the unit.
3	SERIOUS. A further progression of conditions as described under a code of "4". Major damage to timber that substantially reduces the load carrying capacity of the member. Severe scour or undermining of footings affecting the stability of the unit. Settlement of the substructure may have occurred.
2	CRITICAL. A further progression of conditions as described under a code of "3". Primary timber members crushed or split and ineffective. Scour sufficient that substructure is near state of collapse. Pier settled. Repairs, retrofits or posting in place to maintain safety.

NOTE: For codes N, 9, 1 and 0 (zero) Condition Rating Guides pertaining to all substructure material types, refer to Item No. 60, Page 2 of 5.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME CHANNEL & CHANNEL PROTECTION CONDITION	ITEM NO. 61 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance / Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection/Appraisals	(2) Inspection	
INQUIRY SCREENS	(4) Inspection/Appraisals	(2) Inspection 1 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item describes the physical conditions associated with the flow of water through the bridge such as stream stability and the condition of the channel, riprap, slope protection, or stream control devices including spur dikes.

The inspector should be particularly concerned with visible signs of excessive water velocity that may affect undermining of slope protection or footings, erosion of banks, and realignment of the stream that may result in immediate or potential problems.

The elements on the inspection form may be recorded on the form using the rating scales described under "Element Ratings - General" (refer to Item No. Composite which follows Item No. 58-62, Item Name "Condition Ratings – General." Also see Appendix E, Form BBS-BIR-1). These elements include the streambed, slopewalls & rip-rap, stream banks and spur dykes & jetties. Element condition may affect the overall condition rating.

Needed repairs should be recorded on designated forms and reported to appropriate personnel in accordance with the policies of the maintaining agency.

History is retained for this item based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

Rate and enter the condition code in accordance with the previously described Condition Ratings – General (Item No. 58-62, pages 1 of 2 and 2 of 2) and the following descriptive codes:

Code	Description
N	NOT APPLICABLE. Use when bridge is not over a waterway.
9	EXCELLENT. There are no noteworthy deficiencies that affect the condition of the channel.
8	VERY GOOD. Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition.
7	GOOD. Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel may have minor amounts of drift not affecting the waterway opening.

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ITEM NAME	CHANNEL & CHANNEL PROTECTION CONDITION	ITEM NO. 61	
		PAGE 2 of 2	
		EFF. DATE	07/01/02

<u>Code</u>	<u>Description (cont'd)</u>
6	SATISFACTORY. Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor streambed movement evident. Debris is restricting the waterway slightly.
5	FAIR. Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.
4	POOR. Bank and embankment protection is severely undermined. River control devices have severe damage. Deposits of debris in the waterways are severely restricting the opening.
3	SERIOUS. Bank protection has failed. River control devices have been destroyed. Streambed aggradation, degradation or lateral movement has changed the waterway to now threaten the bridge and/or approach roadway.
2	CRITICAL. The waterway has changed to the extent the bridge is near a state of collapse.
1	IMMINENT FAILURE. Bridge closed. Corrective action may return bridge to light service.
0	FAILED. Bridge closed. Replacement necessary.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME CULVERT CONDITION	ITEM NO. 62 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance / Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisals	(2) Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item evaluates the alignment, settlement, structural condition, scour, and other items associated with culverts. The rating code is intended to be an overall condition evaluation of the culvert. Wingwalls immediately adjacent to the culvert to the first wingwall construction or expansion joint shall be included in the evaluation. For a detailed discussion regarding the inspection and rating of culverts, consult the Federal Highway Administration's Culvert Inspection Manual (FHWA-IP-860-2, July 1986).

The elements listed on the inspection form for culverts may be recorded on the form using the rating scales described under "Element Ratings - General" (refer to Item No. Composite which follows Item No. 58-62, Item Name "Condition Ratings – General." Also see Appendix E, Form BBS-BIR-1). These elements include the top slab & soffit, sidewalls/arch, bottom slab, headwalls and wingwalls. Element condition may affect the overall condition rating.

Needed repairs should be recorded on designated forms and reported to appropriate personnel in accordance with the policies of the maintaining agency.

History is retained for this item based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Code "N" in Item 58 (Deck), Item 59 (Superstructure), and Item 60 (Substructure) for all culverts.

Rate and enter the condition code in accordance with the previously described Condition Ratings – General (Item No. 58-62, pages 1 of 2 and 2 of 2) and the following descriptive codes:

<u>Code</u>	<u>Description</u>
-------------	--------------------

- N** NOT APPLICABLE. Use when bridge is not a culvert.
- 9** EXCELLENT. No deficiencies.
- 8** VERY GOOD. No noticeable or noteworthy deficiencies which affect the condition of the culvert. Insignificant scrape marks caused by drift.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	CULVERT CONDITION	ITEM NO.	62
		PAGE	2 of 2
		EFF. DATE	07/01/02

Code	Description
7	GOOD. Shrinkage cracks, light scaling, and insignificant spalling which does not expose reinforcing steel. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scour has occurred near curtain walls, wingwalls, or pipes.
6	SATISFACTORY. Deterioration or initial disintegration, minor chloride contamination, cracking with some leaching, or spalls on concrete or masonry walls and slabs. Metal culverts have a smooth curvature, non-symmetrical shape, significant corrosion or moderate pitting. Local minor scour at curtain walls, wingwalls, or pipes.
5	FAIR. Moderate to major deterioration or disintegration, extensive cracking and leaching, or spalls on concrete or masonry walls and slabs. Metal culverts have significant distortion and deflection in one section, significant corrosion or deep pitting. Minor settlement or misalignment. Noticeable scour or erosion at curtain walls, wingwalls, or pipes.
4	POOR. Large spalls, heavy scaling, wide cracks, considerable efflorescence, or opened construction joint permitting loss of backfill. Metal culverts have significant distortion and deflection throughout, extensive corrosion or deep pitting. Considerable settlement or misalignment. Considerable scour or erosion at curtain walls, wingwalls or pipes.
3	SERIOUS. Any condition described in Code 4 but which is excessive in scope. Metal culverts have extreme distortion and deflection in one section, extensive corrosion, or deep pitting with scattered perforations. Severe movement or differential settlement of the segments, or loss of fill. Holes may exist in walls or slabs. Integral wingwalls nearly severed from culvert. Severe scour or erosion at curtain walls, wingwalls or pipes.
2	CRITICAL. Metal culverts have extreme distortion and deflection throughout with extensive perforations due to corrosion. Integral wingwalls collapsed, severe settlement of roadway due to loss of fill. Section of culvert may have failed and can no longer support embankment. Complete undermining at curtain walls and pipes. Corrective action required to maintain traffic.
1	IMMINENT FAILURE. Bridge closed. Corrective action may return bridge to light service.
0	FAILED. Bridge closed. Replacement necessary.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CULVERT CELLS (COUNT)	ITEM NO. 62A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the number of individual cells or openings included in the culvert being reported.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Enter 2 for a double box culvert, 3 for a triple pipe culvert, etc.

Leave blank if not applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CULVERT CELL WIDTH (FT.)	ITEM NO. 62B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the horizontal width of individual cells or openings in the culvert for the purpose of determining capacity.

This measurement is the width of an individual cell within the culvert measured perpendicular to the sidewalls. It should be entered in feet and rounded to the nearest tenth of a foot.

If more than one width exists, record the predominant width.

Record the variable conditions in Item 8A1 - Bridge Remarks (General).

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field with two digits following a decimal displayed on the ISIS update and inquiry screens.

Code the measurement in feet and rounded to the nearest tenth (.1) of a foot.

Fill leading spaces with zeros.

Leave blank if not applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CULVERT CELL HEIGHT	ITEM NO. 62C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the vertical height of individual cells or openings in the culvert, as designed, for the purpose of determining capacity.

If more than one height exists, record the predominant height.

Record the variable conditions in Item 8A1 - Bridge Remarks (General).

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field with two digits following a decimal displayed on the ISIS update and inquiry screens.

Enter the measurement in feet and rounded to the nearest tenth (.1) of a foot.

Fill leading spaces with zeros.

Leave blank if not applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CULVERT OPENING AREA (SQ. FT.)	ITEM NO. 62D PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item is the total cross sectional area of all cells of the culvert, as designed, provided for the passage of water.

If the culvert is made up of areas of dissimilar individual cells, report the true calculated square footage of opening. Therefore, this measurement does not have to agree with the calculation made from values reported in Items 62B and 62C.

The variable opening dimensions should be recorded in Item 8A1 - Bridge Remarks (General).

CODE AND SCREEN ENTRY INSTRUCTIONS

A five-digit field, with one digit following a decimal displayed on ISIS update and inquiry screens.

Enter the calculation in square feet, rounded to the nearest square foot.

Leave blank if not applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CULVERT FILL DEPTH	ITEM NO. 62E PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the depth of fill (earth and pavement thickness) measured from the top of the culvert structure to the top of the pavement surface.

This measurement is used to aid in the calculation of permit overloads.

Refer to Appendix I, Figure 4.2.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, with one digit following a decimal.

Enter the measurement in feet and rounded to the nearest tenth (.1) of a foot.

Where there is no earth fill, enter 00.0.

Fill unused spaces with zeros.

EXAMPLES:

<u>Fill Depth</u>	<u>Enter</u>
1 foot, 6 inches	01.5
10 feet, 11 inches	10.9
Not Under Fill	00.0

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NO. 63 PAGE 1 of 1 EFF. DATE 07/01/02	
ITEM NAME METHOD USED TO DETERMINE OPERATING RATING			
RESPONSIBLE FOR UPDATE Central Bureau of Bridges & Structures (BBS)		MMIS	
STRUCTURES State		Local	
UPDATE SCREENS (7) Load Rating		(1) Load Rating	
INQUIRY SCREENS (1) Inventory Data 1		(1) Inventory Data 1 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the load rating method used to determine the Operating Rating (Item 64) and Inventory Rating (Item 66) coded in the Item 64 and Item 66 data fields for a structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code from the table below.

Code	Description
1	Load Factor (LF)
2	Allowable Stress (AS)
3	Load and Resistance Factor (LRFR)
4	Load Testing
5	No Rating Analysis Performed

NOTES:

For state structures, Allowable Stress (AS), code 2, had been used in the past as the method used to determine load rating. The Department currently uses the Load Factor (LF), code 1, for all new structure load rating determinations and for the re-rating of existing structures.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME OPERATING RATING (TYPE & GROSS LOAD CAPACITY)	ITEM NO. 64(A,B,B1) PAGE 1 of 3 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures (BBS)		N/A
	State: Bridge Rating Unit	Local: Local Bridge Unit	
STRUCTURES	State	Local	N/A
UPDATE SCREENS	(7) Load Rating	(1) Load Rating	N/A
INQUIRY SCREENS	(1) Inventory Data 1	(1) Inventory Data 1	(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This capacity rating, referred to as the Operating Rating, will result in the absolute maximum permissible load level to which the structure may be subjected for the vehicle type used in the rating.

The Operating Rating data field referred to as Item 64B1, HS Rating, is coded as a 3-digit number with one decimal position. Of the three data items 64A, 64B and 64B1, it is the only load rating unit of measure that can be entered or updated on the Load Rating Update screen. Items 64A and 64B are computer calculated, displayed on the Load Rating Update and Inventory Data 1 inquiry screens, and stored in the ISIS database.

All Operating and Inventory ratings shall be calculated and reported using an "HS" loading for highway bridges and culverts. Load Ratings are not normally recorded in the ISIS database for non-highway structures.

The FHWA has chosen the Load Factor Method (LF) as the standard for computing Inventory and Operating ratings reported to the National Bridge Inspection Program (NBIP). Refer to Items 63 and 65, "Method Used to Determine Operating (or Inventory) Rating", for further information concerning Rating Methods.

To satisfy the requirements of the NBIP, the Operating Rating data is reported to the FHWA via Items 64A and 64B as the gross vehicle weight of the HS vehicle, including all three axles, in metric tons. The gross metric tonnage is computer calculated by multiplying the Operating Rating (Item 64B1) by 1.8 and making the appropriate conversion from tons to metric tons. In keeping with past practice, the gross tonnage is maintained as a data time (Item 64B) in the ISIS database.

<u>Item</u>	<u>Description</u>	<u>Length</u>
64A	Type of loading	1 digit
64B	Gross load in tons	2 digits
64B1	HS Rating	3 digits (with one position to right of decimal)

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ITEM NAME	OPERATING RATING (TYPE & GROSS LOAD CAPACITY)	ITEM NO.	64(A,B,B1)
		PAGE	2 of 3
		EFF. DATE	07/01/02

CODE AND SCREEN ENTRY INSTRUCTIONS

Item 64A COMPUTER GENERATED. Data cannot be manually entered or updated.

A one-digit field.

The following codes describe the loading types that may currently exist in the ISIS database system due to prior coding practices:

<u>Code</u>	<u>Description</u>	
* 2	HS loading	} This code is the only code currently used.
1	H loading	
3	Alternate Interstate loading	} These codes are no longer used.
4	Type 3 unit	
5	Type 3-S2 unit	
6	Type 3-3 unit	
7	Railroad loading	
8	Pedestrian or special loading	
9	Gross load only	

* HS loading is the only valid entry now allowed for highway bridges and subsequent re-ratings.

Item 64B COMPUTER GENERATED. Data cannot be manually entered or updated.

A two-digit field. The information is computer generated and used for data reporting purposes to the FHWA for the National Bridge Inspection Program.

Item 64B1

A three-digit field, to one decimal position. Entry can be made for HS loadings only.

Enter the actual computed HS rating rounded to the nearest tenth.

HS rating = gross load ÷ by 1.8 for structures where Item 64A = 2.

If the bridge is closed and/or will no longer carry any live load, code Item 64B1 as "0.0".
Item 64B will be zero filled by the computer system.

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ITEM NAME	OPERATING RATING (TYPE & GROSS LOAD CAPACITY)	ITEM NO.	64(A,B,B1)
		PAGE	3 of 3
		EFF. DATE	07/01/02

Temporary Bridges, Shored Up or Repaired Bridges

The use or presence of a temporary bridge requires special consideration in coding. Since there is no permanent bridge, Items 64B1 and 66B1 should be coded "0.0" even though the temporary structure is rated as full legal load.

A bridge shored up or repaired on a temporary basis is considered a temporary bridge. The inventory and operating rating should be coded as if the temporary shoring were not in place.

EXAMPLES:

	Enter In <u>Item 64B1</u>	Computer Will Enter In <u>Item 64A & B</u>
HS3030.0 254		
Temporary bridge	0.0	200
Shored-up bridge	1.7	203 *
Structure (i.e. culvert) under sufficient fill that live load is insignificant (according to AASHTO design)	55.0	299

These situations are no longer coded:

Railroad bridge - unknown loading

Codes / Coding no Longer in Use:

---- 700

Pedestrian

---- **800**

*Load capacity without shoring.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME STRUCTURE RATED BY (AGENCY)	
		ITEM NO. 64C PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS Central Bureau of Bridges & Structures (BBS) State: Bridge Rating Unit Local: Local Bridge Unit	MMIS N/A
RESPONSIBLE FOR UPDATE			
STRUCTURES		State	Local
UPDATE SCREENS		(7) Load Rating	(1) Load Rating
INQUIRY SCREENS		(1) Inventory Data 1	(1) Inventory Data 1
			(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the agency that performed the rating calculations for the Inventory and Operating Ratings of the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

<u>Code</u>	<u>Agency</u>
1	Local Agency
2	Illinois Department of Transportation
3	Consultant
N	Not determined (Rated prior to computerized database (04/01/88.))

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NO. 64D PAGE 1 of 1 EFF. DATE 07/01/02	
ITEM NAME OPERATING/INVENTORY LOAD RATING REMARKS			
RESPONSIBLE FOR UPDATE Central Bureau of Bridges & Structures (BBS) State: Bridge Rating Unit Local: Local Bridge Unit		MMIS N/A	
STRUCTURES State Local		N/A N/A	
UPDATE SCREENS (7) Load Rating (1) Load Rating		N/A	
INQUIRY SCREENS		(1) Inventory Data 1 of 3	
<p align="center"><u>DESCRIPTION AND PURPOSE OF ITEM</u></p> <p>Remarks related to the Operating/Inventory Rating data.</p>			

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NO. 65 PAGE 1 of 1 EFF. DATE 07/01/02	
ITEM NAME METHOD USED TO DETERMINE INVENTORY RATING			
RESPONSIBLE FOR UPDATE Central Bureau of Bridges & Structures (BBS) State: Bridge Rating Unit		MMIS Local: Local Bridge Unit	
STRUCTURES State		Local	
UPDATE SCREENS (7) Load Rating		N/A	
INQUIRY SCREENS (1) Inventory Data 1		(1) Inventory Data 1	
(1) Inventory Data 1		(1) Inventory Data 1 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the load rating method used to determine the Inventory Rating coded in Item 66 for a structure. Reference is made to this data item only in the FHWA's Recording and Coding Gide for the Structure Inventory and Appraisal of the Nation's Bridges. The ISIS database does not specifically record this data item.

The Item 66 value is the same value as recorded in the data field "(63) Rating Method" on the Load Rating update screens or referred to as the "Rating Method" on inquiry screens and reports.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER.

A one-digit field.

Following are the codes and associated decode values used to describe both the Operating and Inventory Method to Determine Load Rating (Items 63 & 65) :

<u>Code</u>	<u>Description</u>
1	Load Factor (LF)
2	Allowable Stress (AS)
3	Load and Resistance Factor (LRFR)
4	Load Testing
5	No Rating Analysis Performed

NOTES:

For state structures, Allowable Stress (AS), code 2, had been used in the past as the method used to determine load rating. The Department currently uses the Load Factor (LF), code 1, for all new structure load rating determinations and for the re-rating of existing structures.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NO. 66(A,B,B1) PAGE 1 of 1 EFF. DATE 07/01/02	
ITEM NAME INVENTORY RATING (TYPE & GROSS LOAD CAPACITY)			
RESPONSIBLE FOR UPDATE Central Bureau of Bridges & Structures (BBS)		MMIS	
STRUCTURES State		Local	
UPDATE SCREENS (7) Load Rating		(1) Load Rating	
INQUIRY SCREENS (1) Inventory Data 1		(1) Inventory Data 1 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This capacity rating, for the vehicle type used in the rating, will result in a load level that can safely utilize an existing structure for an indefinite period of time.

Code the Inventory Rating as a 3-digit code.

The statements and codes in Item 64(A, B & B1) - Operating Rating apply to this item also.

<u>Segment</u>	<u>Description</u>	<u>Length</u>
66A	Type of loading	1 digit
66B	Gross load in tons	2 digits
66B1	HS rating	3 digits (with one position to right of decimal)

CODE AND SCREEN ENTRY INSTRUCTIONS

See Code and Screen Entry Instructions as described in 64(A, B, & B1) - Operating Rating.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NO. 66C PAGE 1 of 1 EFF. DATE 07/01/02	
		ITEM NAME LAST RATING DATE	
		ISIS MMIS	
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures (BBS)		N/A
	State: Bridge Rating Unit	Local: Local Bridge Unit	
STRUCTURES	State	Local	N/A
UPDATE SCREENS	(7) Load Rating	(1) Load Rating	N/A
INQUIRY SCREENS	(1) Inventory Data 1	(1) Inventory Data 1	(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This is the date on which the current load rating (Item 64 or 66) became effective or was re-calculated / re-evaluated for the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field.

Enter month, day and year each at 2 digits (MMDDYY).

Fill unused digits with zeros.

EXAMPLE:

<u>Date</u>	<u>Enter</u>
January 8, 1988	010888
November 25, 1987	112587

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ITEM NAME **APPRAISAL RATINGS - GENERAL**

ITEM NO.	67-69,71,72
PAGE	1 of 2
EFF. DATE	07/01/02

The items in the Appraisal section are used to evaluate a bridge in relation to the level of service that it provides on the highway system of which it is a part. The structure will be compared to current bridge design standards for that particular type of road as further defined in the individual Appraisal Item descriptions. Note Item 72 for special criteria when evaluating this item.

CODE AND SCREEN ENTRY INSTRUCTIONS

The items comprising this section are:

<u>Item Number</u>	<u>Item Name</u>	<u>Length</u>
67	Structural Evaluation	1 digit
68	Deck Geometry Appraisal	1 digit
69	Underclearance (Vertical & Horizontal) Appraisal	1 digit
71	Waterway Adequacy Appraisal	1 digit
72	Approach Roadway Alignment Appraisal	1 digit

See Item 71 for this item's specific coding requirements.

The following codes apply to Items 67, 68, 69 and 72:

<u>Code</u>	<u>Description</u>
N	Not applicable
9	Superior to present desirable criteria
8	Equal to present desirable criteria
7	Better than present minimum criteria
6	Equal to present minimum criteria
5	Somewhat better than minimum adequacy to tolerate being left in place as is
4	Meets minimum tolerable limits to be left in place as is
3	Basically intolerable requiring high priority of corrective action
2	Basically intolerable requiring high priority of replacement
0	Bridge closed

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **APPRAISAL RATINGS - GENERAL**

ITEM NO.	67-69,71,72
PAGE	2 of 2
EFF. DATE	07/01/02

Completed bridges not yet opened to traffic, if rated, shall be appraised as if open to traffic. Design values (for example ADT) shall be used for the evaluation.

History is retained for these items based upon each Inspection Date - Item 90.

Note: Items 67, 68 and 69 are computer generated and will not appear on Update Screens but will appear on Inquiry Screens. If any of the Items 67, 68 or 69 are preceded by an asterisk (*), this indicates that one or more of the items needed to computer generate the Item 67, 68 or 69 is missing or invalid.

Items 67, 68 and 69 will be recalculated nightly whenever any item that is used to calculate an Appraisal Rating's value is changed.

For the computer generated items 67, 68 and 69, the nightly recalculated values will not be retained in history. When a new inspection record is entered into the ISIS database, the value of these data items at the time that inspection is entered will be electronically stored on the inspection record.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME STRUCTURAL EVALUATION	ITEM NO. 67 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated	N/A	
STRUCTURES	All	N/A	
UPDATE SCREENS	None	N/A	
INQUIRY SCREENS	(4) Inspection / Appraisals	(2) Inspection - 1 of 2	

DESCRIPTION AND PURPOSE OF ITEM

The appraisal rating is based on the condition rating of Item 59 - Superstructure, Item 60 - Substructure, and Item 66 - Inventory Rating. This item generally is coded no higher than the lowest condition rating of the superstructure or the substructure. The code is also based on the value obtained from Table 1 which evaluates the inventory rating (HS equivalent) shown for various traffic volumes.

History is retained for this item based on each Inspection Date - Item 90. Though the value may be recalculated nightly for other uses within the ISIS database, the nightly value is not specifically retained unless an Inspection record (particularly an Item 90 Inspection date) is entered into the database.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT CODE - This item is computer generated using the following procedures:

For other than culverts, the lowest of the codes obtained from Item 59 - Superstructure, Item 60 - Substructure, or Table 1 is used.

For culverts, the lowest of the codes obtained from Item 62 - Culverts, or Table 1 is used.

Table 1 Notes:

1. The live load used in establishing the Inventory Rating shall be one of the standard AASHTO vehicles or the maximum legal loads of the State.
2. In Table 1, the Inventory Rating is the coded HS rating or its equivalent. If the comparable HS equivalent is not calculated, a factor to determine the HS equivalent will be used.
3. Those agencies which have used other than an HS loading for calculating the inventory rating may use the following purposely conservative factors to convert to an equivalent coded HS rating load for use with Table 1.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **STRUCTURAL EVALUATION**

ITEM NO.	67
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1st digit of Item 66

Multiply 2nd and 3rd digits by

1	1.25
2	1.00
3	1.20
4	1.00
5	.70
6	.64
9	1.00

- 4. All bridges on the Interstate system shall be evaluated using the ADT column of > 5000 regardless of the actual ADT on the bridge.**

Table 1. Rating by Comparison of ADT - Item 29
and Inventory Rating - Item 66 (A, B & B1)

Structural Evaluation Rating Code	Inventory Rating		
	Average Daily Traffic (ADT)		
	0 -- 500	501 -- 5000	> 5000
9	> 236 * (HS20) **	> 236 (HS20)	> 236 (HS20)
8	= 236 (HS20)	= 236 (HS20)	= 236 (HS20)
7	≥ 231 (HS17)	≥ 231 (HS17)	≥ 231 (HS17)
6	≥ 223 (HS13)	≥ 225 (HS14)	≥ 227 (HS15)
5	≥ 218 (HS10)	≥ 220 (HS11)	≥ 222 (HS12)
4	≥ 212 (HS7)	≥ 214 (HS8)	≥ 218 (HS10)
3	Inventory rating less than value in rating code of 4 and requiring corrective action. (See Item 75A)		
2	Inventory rating less than value in rating code of 4 and requiring replacement. (See Item 75A)		
0	Bridge closed.		

* Coded HS Rating Load (typical)

** HS Designation (typical)

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME DECK GEOMETRY APPRAISAL	ITEM NO. 68 PAGE 1 of 4 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	(4) Inspection / Appraisals		(2) Inspection - 1 of 2

DESCRIPTION AND PURPOSE OF ITEM

The overall rating for deck geometry includes two evaluations:

- (a) The curb-to-curb or face-to-face of rail bridge width using Table 2A, B, C or D,
and
- (b) The minimum vertical clearance over the bridge roadway using Table 2E.

The lower of the codes obtained from these tables is used.

The curb-to-curb or face-to-face of rail dimension is taken from Item 51 - Bridge Roadway Width. Item 53A & B - Minimum Vertical Clearance Over Bridge Roadway is used to evaluate the vertical clearance.

The values provided in the tables are for rating purposes only. Current design standards must be used for structure design or rehabilitation.

History is retained for this item based on each Inspection Date - Item 90. Daily calculated values are not retained.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT CODE - This item is computer generated utilizing the discussion above and the following tables.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **DECK GEOMETRY APPRAISAL**

ITEM NO. **68**
PAGE **2 of 4**
EFF. DATE **07/01/02**

Table 2A & 2B. Rating by Comparison of ADT - Item 29 and
Bridge Roadway Width, Curb-to-Curb - Item 51

TABLE 2A							TABLE 2B	
Deck Geometry Rating Code	Bridge Roadway Width 2 Lanes, 2-Way Traffic; Also 1 Lane Bridges Not Designated as Ramps (Key Route Appurtenance not "4")						Bridge Roadway Width 1 Lane, 2-Way Traffic	
	ADT (Both Directions)						ADT (Both Directions)	
	0 - 100	101 - 400	401 - 1000	1001 - 2000	2001 - 5000	> 5000	0 - 100	> 100
9	> 32	> 36	> 40	> 44	---	---	---	---
8	= 32	= 36	= 40	= 44	> 44	---	> 15'-11"	---
7	≥ 28	≥ 32	≥ 36	≥ 40	= 44	> 44	≥ 15	---
6	≥ 24	≥ 28	≥ 30	≥ 34	≥ 40	= 44	≥ 14	---
5	≥ 20	≥ 24	≥ 26	≥ 28	≥ 34	≥ 38	≥ 13	---
4	≥ 18	≥ 20	≥ 22	≥ 24	≥ 28	≥ 32 (28*)	≥ 12	---
3	≥ 16	≥ 18	≥ 20	≥ 22	≥ 26	≥ 30 (26*)	≥ 11	≥ 15'-11"
2	< 16	< 18	< 20	< 22	< 26	< 30 (26*)	< 11	< 15'-11"
0	Bridge closed.							

* Use value in parentheses for bridges longer than 200 feet.

Notes:

1. Use the lower rating code for values between those listed in the table.
2. Dimensions are in feet.
3. For 3 or more undivided lanes of 2-way traffic, use Table 2C, "Other Multilane Divided Facilities."
4. **Use Table 2A, not Table 2B, for code 9 and for codes 8 through 4 inclusive when the ADT > 100. Single lane bridges less than 16 feet wide carrying 2-way traffic are always appraised at 3 or below if they carry more than an ADT of 100.**

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **DECK GEOMETRY APPRAISAL**

ITEM NO.	68
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Table 2C & 2D. Rating by Comparison of Number of Lanes - Item 28
and Bridge Roadway Width, Curb-to-Curb - Item 51

TABLE 2C					TABLE 2D	
Deck Geometry Rating Code	Bridge Roadway Width 2 or More Lanes Each Direction				Bridge Roadway Width 1-Way Traffic	
	Interstate and Other Divided Freeways		Other Multilane Divided Facilities		Ramps Only	
	2 Lanes	3 or More Lanes	2 Lanes	3 or More Lanes	1 Lane	2 or More Lanes
9	> 42	> 12N+24	> 42	> 12N+18	> 26	> 12N+12
8	= 42	= 12N+24	= 42	= 12N+18	= 26	= 12N+12
7	≥ 40	≥ 12N+20	≥ 38	≥ 12N+15	≥ 24	≥ 12N+10
6	≥ 38	≥ 12N+16	≥ 36	≥ 12N+12	≥ 22	≥ 12N+8
5	≥ 36	≥ 12N+14	≥ 33	≥ 11N+10	≥ 20	≥ 12N+6
4	≥ 34 (29) *	≥ 11N+12 (11N+7) *	≥ 30	≥ 11N+6	≥ 18	≥ 12N+4
3	≥ 33 (28) *	≥ 11N+11 (11N+6) *	≥ 27	≥ 11N+5	≥ 16	≥ 12N+2
2	< 33 (28) *	< 11N+11 (11N+6) *	< 27	< 11N+5	< 16	< 12N+2
0	Bridge closed.					

* Use value in parentheses for bridges longer than 200 feet.
N = number of lanes of traffic

Notes:

Use the lower rating code for values between those listed in the table.

2. Dimensions are in feet.

3. Use Table 2C, "Other Multilane Divided Facilities", for 3 or more undivided lanes of 2-way traffic.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **DECK GEOMETRY APPRAISAL**

ITEM NO.	68
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Table 2E. Rating by Comparison of Minimum Vertical Clearance over
Bridge Roadway - Item 53 and Functional Classification - Item 26

Deck Geometry Rating Code	Minimum Vertical Clearance		
	Functional Class (FC) For Route On Structure		
	Interstate and Other Freeway (FC = 10,20)	Other Principal and Minor Arterials (FC = 21, 30, 40, 70)	Major and Minor Collectors and Locals (FC = 50, 55, 60, 80, 90)
	All Routes - Except as Noted for Urban Areas		
9	> 17'-0"	> 16'-6"	> 16'-6"
8	= 17'-0"	= 16'-6"	= 16'-6"
7	≥ 16'-9"	≥ 15'-6"	≥ 15'-6"
6	≥ 16'-6"	≥ 14'-6"	≥ 14'-6"
5	≥ 15'-9"	≥ 14'-3"	≥ 14'-3"
4	≥ 15'-0"	≥ 14'-0"	≥ 14'-0"
3	Vertical clearance less than value in rating code of 4 and requiring corrective action. (See Item 75A)		
2	Vertical clearance less than value in rating code of 4 and requiring replacement. (See Item 75A)		
0	Bridge closed.		

Notes:

1. Use the lower rating code for values between those listed in the table.
2. If the structure's Functional Class = 20 and the urban area code is "0000", the structure is evaluated in Table 2E as if its Functional Class = 21.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME UNDERCLEARANCE (VERTICAL & LATERAL) APPRAISAL	
		ITEM NO. 69 PAGE 1 of 3 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	(4) Inspection / Appraisals		(2) Inspection - 1 of 2

DESCRIPTION AND PURPOSE OF ITEM

This item evaluates vertical and horizontal underclearances from the through roadway to the superstructure or substructure units, respectively.

"N" is coded unless the bridge is over a highway or railroad.

The vertical underclearance is evaluated using Table 3A. The horizontal underclearance is evaluated using Table 3B. The lower of the codes obtained from Table 3A and Table 3B is used.

Bridges seldom are closed due to deficient underclearances. However, these bridges may be good candidates for rehabilitation or replacement.

Item 54B - Minimum Vertical Underclearance, Item 55B - Minimum Lateral Underclearance on Right, and Item 56 - Minimum Lateral Underclearance on Left are used to evaluate this item.

The Functional Classification used in the table is for the underpassing route.

History is retained for this item based on each Inspection Date - Item 90. Intermediate weekly or daily values are not retained.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT CODE - This item is computer generated utilizing the discussion above and the following tables.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **UNDERCLEARANCE (VERTICAL & LATERAL) APPRAISAL**

ITEM NO.	69
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Table 3A. Rating by Comparison of Minimum Vertical Underclearance –
Item 54B and Functional Classification – Item 26 of Underpassing Route

Underclear- ance Rating Code	Minimum Vertical Underclearance			
	Functional Class (FC) of Under Routes			Railroad
	Interstate and Other Freeway (FC = 10,20)	Other Principal and Minor Arterials (FC=21,30,40,70)	Major and Minor Collectors and Locals (FC=50,55, 60,80,90)	
	All Routes - Except as Noted for Urban Areas			
9	> 17'-0"	> 16'-6"	> 16'-6"	> 23'-0"
8	= 17'-0"	= 16'-6"	= 16'-6"	= 23'-0"
7	≥ 16'-9"	≥ 15'-6"	≥ 15'-6"	≥ 22'-6"
6	≥ 16'-6"	≥ 14'-6"	≥ 14'-6"	≥ 22'-0"
5	≥ 15'-9"	≥ 14'-3"	≥ 14'-3"	≥ 21'-0"
4	≥ 15'-0"	≥ 14'-0"	≥ 14'-0"	≥ 20'-0"
3	Underclearance less than value in rating code of 4 and requiring corrective action. (See Item 75A)			
2	Underclearance less than value in rating code of 4 and requiring replacement. (See Item 75A)			
0	Bridge closed.			

Notes:

1. Use the lower rating code for values between those listed in the table.
2. If the structure's Functional Class = 20 and the urban area code is "0000", the structure is evaluated in Table 3A as if its Functional Class = 21.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **UNDERCLEARANCE (VERTICAL & LATERAL) APPRAISAL**

ITEM NO. **69**
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Table 3B. Rating by Comparison of Minimum Lateral Underclearances Right & Left - Items 55B & 56 and Functional Classification (Item 26) of Underpassing Route

Minimum Lateral Underclearance

Under-clearance Rating Code	Functional Class (FC) of Under Routes						Railroad
	1-Way Traffic				2-Way Traffic		
	Principal Arterials - Interstate, Freeways or Expressways (FC = 10, 20)				Other Principal and Minor Arterials (FC = 21, 30, 40, 70)	Major and Minor Collectors and Locals (FC = 50, 55, 60,80,90)	
	Main Line (N/W) (S/E)		Ramp (N/W) (S/E)				
	Left	Right	Left	Right			
9	> 30	> 30	> 4	> 10	> 30	> 12	> 20
8	= 30	= 30	= 4	= 10	= 30	= 12	= 20
7	≥ 18	≥ 21	≥ 3	≥ 9	≥ 21	≥ 11	≥ 17
6	≥ 6	≥ 12		≥ 8	≥ 12	≥ 10	≥ 14
5	≥ 5	≥ 11		≥ 6	≥ 10	≥ 8	≥ 11
4	≥ 4	≥ 10	≥ 2	≥ 4	≥ 8	≥ 6	≥ 8
3	Underclearance less than value in rating code of 4 and requiring corrective action. (See Item 75A)						
2	Underclearance less than value in rating code of 4 and requiring replacement. (See Item 75A)						
0	Bridge closed.						

Notes:

1. Use the lower rating code for values between those listed in the table.
2. Dimensions are in feet.
3. When acceleration or deceleration lanes or ramps are provided under 2-way traffic, use the value from the "Right" ramp column to determine code.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NO. 70 PAGE 1 of 2 EFF. DATE 07/01/02	
ITEM NAME BRIDGE POSTING LEVEL			
RESPONSIBLE FOR UPDATE Central Bureau of Bridges & Structures (BBS) State: Bridge Rating Unit		MMIS Local: Local Bridge Unit	
STRUCTURES State		Local	
UPDATE SCREENS (7) Load Rating		(1) Load Rating	
INQUIRY SCREENS (3) Inventory Data 3		(1) Inventory Data 3 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item evaluates the load capacity of a bridge in comparison to the State legal load.

The Bridge Posting Level differs from Item 67 - Structural Evaluation in that Item 67 uses the inventory rating while the bridge posting requirement is normally based on the operating stress level.

The National Bridge Inspection Standards require the posting of load limits only if the maximum legal load in the State produces stresses in excess of the operating stress level. If the load capacity at the operating level is such that posting is required, this item shall be coded 0 (zero) through 4. If no posting is required at the operating level, this item shall be coded "L" or "5" for State structures or "5" for Local structures.

Although posting a bridge for load-carrying capacity is required only when the maximum legal load exceeds the operating stress capacity, highway agencies may choose to post at lower stress levels. This posting practice may appear to produce conflicting coding when Item 41 - Bridge Status is coded to show the bridge as actually posted at the site and Item 70 - Bridge Posting is coded as bridge posting not required. Since different criteria are used for coding these 2 items, this coding is acceptable and correct when the highway agency elects to post at less than the operating stress level. Item 70 shall be coded 0 through 4 only if the legal load of the State exceeds that permitted under the operating stress capacity.

The use or presence of a temporary bridge affects the coding. The load capacity shall reflect the actual capacity of the temporary bridge at the operating stress level. This also applies to bridges shored up or repaired on a temporary basis.

**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

ITEM NAME **BRIDGE POSTING LEVEL**

ITEM NO.	70
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CODE AND SCREEN ENTRY INSTRUCTIONS

The following values are used to code this item:

<u>Code</u>	<u>Relationship of Operating Rating Stress to Legal Load Stress</u>
L	Legal Loads only (State structures only; no permit overloads allowed)
5	No Posting or Legal Load Restrictions Required
Posting Required for the following Codes:	
4	0.1 - 9.9% below
3	10.0 - 19.9% below
2	20.0 - 29.9% below
1	30.0 - 39.9% below
0	> 39.9% below

NOTE: 1) Code "L" applies to state maintained structures only.
2) A structure coded "0" thru "4" should also be coded in
Items 70A1 thru 70C2, as applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME ALLOWABLE SINGLE UNIT WEIGHT LIMIT (TONS)	ITEM NO. 70A1 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures (BBS) Local Bridge Unit	N/A	
STRUCTURES	Local	N/A	
UPDATE SCREENS	(1) Load Rating	N/A	
INQUIRY SCREENS	(3) Inventory Data 3	(1) Inventory Data 3 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the maximum allowable gross weight limit, in tons, for single unit vehicles that may be posted on local agency structures as determined or agreed to by the Central Bureau of Bridges and Structures, Local Bridge Unit.

Note: This item pertains to **Local** structures only.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, right justified.

Enter the gross tons, filling leading spaces with zeros.

Enter "BC" (representing "Bridge Closed") for structures that should be closed.

Leave blank for structures for which no maximum allowable posting is required.

EXAMPLES:

<u>Maximum Allowable Posting</u>	<u>Code</u>
9 Tons	09
10 Tons	10
Bridge should be closed	BC

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME POSTED SINGLE UNIT VEHICLE WEIGHT LIMIT	ITEM NO. 70A2 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(3) Inventory Data 3 (4) Inspection / Appraisals	(1) Inventory Data 3 of 3 (2) Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the actual in-place posted gross weight limit, in tons, for single unit vehicles. Posted limits must be in accordance with the IDOT Manual of Uniform Traffic Control Devices (MUTCD).

History is retained for this item per each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

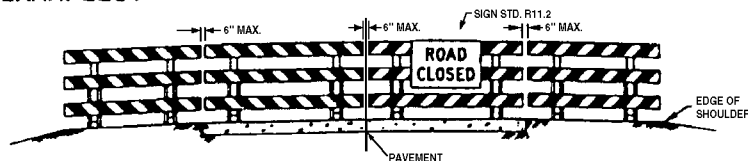
A two-digit field, right justified.

Code the gross tons, filling leading spaces with zeros.

Code "BC" for Local structures and "01" for State structures when the signing for a bridge closure is in place.

Leave blank for structures for which no applicable posting is in-place or when signs are illegible, not visible from each approach or not in conformance with the Manual for Uniform Traffic Control Devices.

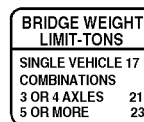
EXAMPLES:



Code - BC (Local Agency)
Code - 01 (State)



Enter - 10



Enter - 17



Enter - 16



Leave Blank

1/ NOTES FROM FIGURE 7.E ("LOW VOLUME ROAD CLOSURE") OF THE IDOT BUREAU OF TRAFFIC POLICY AND PROCEDURES MANUAL :

- "1. . . . Guardrail may be used in lieu of or in conjunction with the barricade fence where . . . an extreme hazard exists immediately beyond the closure point. Barricades, when used, shall be striped red and white and be fully reflectorized. If practical, old pavement should be removed to some distance beyond the closure point or covered with dirt to minimize the illusion of the road continuing and to provide a reasonable safe recovery area. The markers for the end of roadway shall conform with Section 3C-4 of the *MUTCD*."

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME ALLOWABLE COMBINATION VEHICLE TYPE 3S-1 WEIGHT LIMIT	
		ITEM NO. 70B1 PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS Central Bureau of Bridges & Structures (BBS) Local Bridge Unit	MMIS N/A
RESPONSIBLE FOR UPDATE			
STRUCTURES		N/A	
UPDATE SCREENS		N/A	
INQUIRY SCREENS		N/A	
		(1) Inventory Data 3 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the maximum allowable gross weight limit, in tons, for tractor-semitrailer and/or truck-and-trailer combination vehicles with 3 or 4 axles that may be posted as determined or agreed to by the Central Bureau of Bridges & Structures, Local Bridge Unit.

Note: This item pertains to **Local** structures only.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, right justified.

Enter the gross tons, filling leading spaces with zeros.

Leave blank for structures for which no maximum allowable posting is required or for which Item 70A1 has been coded "BC".

EXAMPLES:

<u>Maximum Allowable Posting</u>	<u>Code</u>
18 Tons	18
20 Tons	20
Bridge should be closed	Leave Blank

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME POSTED COMBINATION VEHICLE TYPE 3S-1 WEIGHT LIMIT	ITEM NO. 70B2 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(12) Inspection / Appraisals		(2) Inspection
INQUIRY SCREENS	(3) Inventory Data 3 (4) Inspection / Appraisals		(1) Inventory Data 3 of 3 (2) Inspection

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the actual in-place posted gross weight limit, in tons, for tractor-semitrailer and/or truck-and-trailer combination vehicles with three or four axles. Posted limits must be in accordance with the IDOT Manual on Uniform Traffic Control Devices (MUTCD).

History is retained for this item per each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, right justified.

Enter the gross tons, filling leading spaces with zeros.

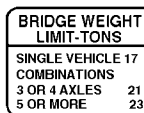
Leave blank for structures when:

- no posting is in place, or
- signs are illegible, or
- signs are not visible from each approach, or
- signs are not in conformance with the Manual for Uniform Traffic Control Devices, or
- Item 70A2 is coded "BC" for Local structures or "01" for State structures.

EXAMPLES:



Enter - 10



Enter - 21



Enter - 20



Leave Blank

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME ALLOWABLE COMBINATION VEHICLE TYPE 3S-2 WEIGHT LIMIT	
		ITEM NO. 70C1 PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS Central Bureau of Bridges & Structures (BBS) Local Bridge Unit	MMIS N/A
RESPONSIBLE FOR UPDATE			
STRUCTURES		Local N/A	
UPDATE SCREENS		(1) Load Rating N/A	
INQUIRY SCREENS		(3) Inventory Data 3 (1) Inventory Data 3 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the maximum allowable gross weight limit, in tons, for tractor-semitrailer and/or truck-and-trailer combination vehicles with 5 or more axles that may be posted as determined or agreed to by the Central Bureau of Bridges & Structures, Local Bridge Unit.

Note: This item pertains to **Local** structures only.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, right justified.

Enter the gross tons, filling leading spaces with zeros.

Leave blank for structures for which no posting is required or for which Item 70A1 has been coded "BC".

EXAMPLES:

<u>Maximum Allowable Posting</u>	<u>Code</u>
21 Tons	21
26 Tons	26
Bridge should be closed	BC

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME POSTED COMBINATION VEHICLE TYPE 3S-2 WEIGHT LIMIT	ITEM NO. 70C2 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection/Appraisals	(2) Inspection	
INQUIRY SCREENS	(3) Inventory Data 3 (4) Inspection/Appraisals	(1) Inventory Data 3 of 3 (2) Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the actual in-place posted gross weight limit, in tons, for tractor-semitrailer and/or truck-and-trailer combination vehicles with five or more axles. Posted limits must be in accordance with the IDOT Manual on Uniform Traffic Control Devices (MUTCD).

History is retained for this item per each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, right justified.

Enter the gross tons, filling leading spaces with zeros.

Leave Item 70C2 blank for structures when:

- no posting is in place, or
- signs are illegible, or
- signs are not visible from each bridge approach, or
- signs are not in conformance with the Manual for Uniform Traffic Control Devices, or
- Item 70A2 is coded "BC" for Local structures or coded "01" for State structures.

EXAMPLES:



Enter - 10



Enter - 23



Enter - 20



Leave Blank

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME ALLOWABLE ONE TRUCK AT A TIME (OTAT) INDICATOR	ITEM NO. 70D1 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures (BBS) Local Bridge Unit		N/A
STRUCTURES	Local		N/A
UPDATE SCREENS	(1) Load Rating		N/A
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 3 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates that a structure may be posted to limit vehicular traffic to one-truck-at-a-time (OTAT) for the allowable weight limits on the structure as determined or agreed to by the Central Bureau of Bridges & Structures, Local Bridge Unit.

Note: This item pertains to **Local** structures only.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

<u>Code</u>	<u>Condition</u>
(Leave Blank)	Not required to be posted for OTAT.
1	Required to be posted for OTAT for the allowable weight limits.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME POSTED ONE TRUCK AT A TIME	ITEM NO. 70D2 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(3) Inventory Data 3 (4) Inspection / Appraisals	(1) Inventory Data 3 of 3 (2) Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the actual in-place posting that limits vehicular traffic to one-truck-at-a-time on the structure. The posting must be in accordance with the IDOT Manual on Uniform Traffic Control Devices (MUTCD).

History is retained for this item based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code for all structures.

Leave Item 70D2 blank for structures when:

- no posting is in place, or
- signs are illegible, or
- signs are not visible from each bridge approach, or
- signs are not in conformance with the Manual for Uniform Traffic Control Devices.

EXAMPLES:

<u>Code</u>	<u>Condition</u>
(Leave Blank)	Not posted for OTAT
1	Posted for OTAT

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME WATERWAY ADEQUACY APPRAISAL	ITEM NO. 71 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(12) Inspection / Appraisals		(2) Inspection
INQUIRY SCREENS	(4) Inspection / Appraisals		(2) Inspection - 1 of 2

DESCRIPTION AND PURPOSE OF ITEM

This item appraises the waterway opening with respect to passage of flow through the bridge. The following codes shall be used in evaluating waterway adequacy. Site conditions may warrant somewhat higher or lower ratings than indicated by the table (e.g., flooding of an urban area due to a restricted bridge opening).

Do not use the guidelines provided in the Bridge Inspector's Training Manual 90 or the Culvert Inspection Manual.

Where overtopping frequency information is available, the descriptions given in the table for chance of overtopping mean the following:

Remote	-	greater than 100 years
Slight	-	11 to 100 years
Occasional	-	3 to 10 years
Frequent	-	less than 3 years

Adjectives describing traffic delays mean the following:

Insignificant	-	Minor inconvenience. Highway passable in a matter of hours.
Significant	-	Traffic delays of up to several days.
Severe	-	Long term delays to traffic with resulting hardship.

History is retained for this item based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Enter the appropriate code from the previous discussion and the following table:

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **WATERWAY ADEQUACY APPRAISAL**

ITEM NO.	71
PAGE	2 of 2
EFF. DATE	07/01/02

Functional Classification			Description
Principal Arterials - Interstates, Freeways, or Expressways	Other Principal and Minor Arterials and Major Collectors	Minor Collectors, Locals	
Code			
N	N	N	Bridge not over a waterway.
9	9	9	Bridge deck and roadway approaches above flood water elevations (high water). Chance of overtopping is remote.
8	8	8	Bridge deck above roadway approaches. Slight chance of overtopping roadway approaches.
6	6	7	Slight chance of overtopping bridge deck and roadway approaches.
4	5	6	Bridge deck above roadway approaches. Occasional overtopping of roadway approaches with insignificant traffic delays.
3	4	5	Bridge deck above roadway approaches. Occasional overtopping of roadway approaches with significant traffic delays. *
2	3	4	Occasional overtopping of bridge deck and/or roadway approaches with significant traffic delays. *
2	2	3	Frequent overtopping of bridge deck and/or roadway approaches with significant traffic delays. *
2	2	2	Occasional or frequent overtopping of bridge deck and/or roadway approaches with severe traffic delays. *
0	0	0	Bridge closed.

* For bridges built at the bottom of sag vertical curves, the flooding of approaches is not considered for rating.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME WATERWAY DRAINAGE AREA	ITEM NO. 71A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures		N/A
STRUCTURES	Local	State	N/A
UPDATE SCREENS	(4) Misc Waterway Info	(5) Waterway Data (6) Waterway Info	N/A
INQUIRY SCREENS	(3) Inventory Data 3, (22) Waterway Info (23) Waterway Overflow		(1) Inventory Data 3 of 3 (18) Waterway, (19) Overflow

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the size of the watershed area contributing runoff at the structure.

The value is reported in acres, rounded to the nearest tenth (.1) of an acre.

CODE AND SCREEN ENTRY INSTRUCTIONS

A nine-digit field, to one decimal place.

Enter the calculated number of acres in the proper positions with regard to the decimal, filling the leading spaces with zeros when appropriate.

EXAMPLE:

<u>Number of Acres</u>	<u>Enter</u>
100,000	00100000.0

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NO. 71B PAGE 1 of 1 EFF. DATE 07/01/02	
ITEM NAME FLOOD DESIGN FREQUENCY			
ISIS		MMIS	
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures		N/A
STRUCTURES	Local	State	N/A
UPDATE SCREENS	(4) Misc Waterway Info	(6) Waterway Info	N/A
INQUIRY SCREENS	(3) Inventory Data 3, (22) Waterway Info (23) Waterway Overflow		(1) Inventory Data 3 of 3 (18) Waterway, (19) Overflow

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the flood frequency, in years, for which the structure was designed.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

Enter the value in terms of number of years, rounded to the nearest 5 years.

Fill the leading spaces with zeros as appropriate.

EXAMPLE:

<u>Flood Design Frequency</u>	<u>Enter</u>
51 Years	050
100 Years	100

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME FLOOD DESIGN Q	ITEM NO. 71C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures		N/A
STRUCTURES	Local	State	N/A
UPDATE SCREENS	(4) Misc Waterway Info	(5) Waterway Data	N/A
INQUIRY SCREENS	(3) Inventory Data 3 (22) Waterway Info		(1) Inventory Data 3 of 3 (18) Waterway

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the magnitude of the design frequency flood. It is derived from a calculation that considers runoff, intensity of rainfall for a given duration and the drainage area in acres. It is a value that expresses discharge in cubic feet per second.

This value determines the ability of the structure to accommodate peak rates of runoff.

CODE AND SCREEN ENTRY INSTRUCTIONS

A seven-digit field, right justified.

Enter the calculated cubic feet per second (cfs) rounded to the nearest whole number.

Fill the leading spaces with zeros as appropriate.

Flood Design Q

Enter

900,000.5 cfs

0900000

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME FLOOD DESIGN NATURAL HIGHWATER ELEVATION	ITEM NO. 71D PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures		N/A
STRUCTURES	Local	State	N/A
UPDATE SCREENS	(4) Misc Waterway Info	(5) Waterway Data (6) Waterway Info	N/A
INQUIRY SCREENS	(3) Inventory Data 3, (22) Waterway Info (23) Waterway Overflow		(1) Inventory Data 3 of 3 (18) Waterway, (19) Overflow

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the stage elevation of the design flood at the structure without the effects of the roadway constriction.

CODE AND SCREEN ENTRY INSTRUCTIONS

A five-digit field, with two decimal places.

Code the value in terms of feet and rounded to the nearest .01 (tenth) of a foot.

Fill unused spaces with zeros.

EXAMPLES

<u>Flood Design NHE</u>	<u>Enter</u>
38.068 feet	038.07
75.3 feet	075.30

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME FLOOD DESIGN OPENING PROPOSED		ITEM NO. 71E PAGE 1 of 1 EFF. DATE 07/01/02
	ISIS		MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures		N/A
STRUCTURES	Local	State	N/A
UPDATE SCREENS	(4) Misc Waterway Info	(5) Waterway Data	N/A
INQUIRY SCREENS	(3) Inventory Data 3 (22) Waterway Info		(1) Inventory Data 3 of 3 (18) Waterway, (19) Overflow

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the effective right angle area of the bridge or culvert as measured below the design high water elevation. This value is expressed in terms of square feet rounded to the nearest square foot.

CODE AND SCREEN ENTRY INSTRUCTIONS

A seven-digit field, right justified.

Enter the value rounded to the nearest square foot filling leading spaces in the field with zeros.

EXAMPLES:

Flood Design Opening Proposed

Enter

75,000.6 sq. ft.

0075001

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME FLOOD BASE Q		ITEM NO. 71F PAGE 1 of 1 EFF. DATE 07/01/02
	ISIS		MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures		N/A
STRUCTURES	Local	State	N/A
UPDATE SCREENS	(4) Misc Waterway Info	(5) Waterway Data	N/A
INQUIRY SCREENS	(3) Inventory Data 3 (22) Waterway Info		(1) Inventory Data 3 of 3 (18) Waterway

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the magnitude of the 100 year frequency flood at the structure. It is to be expressed in cubic feet per second (cfs) and rounded to the nearest foot.

CODE AND SCREEN ENTRY INSTRUCTIONS

A seven-digit field, right justified.

Enter the value in terms of cubic feet rounded to the nearest whole number.

Fill leading spaces with zeros as appropriate.

EXAMPLES:

Flood Base Q

Enter

850,010.3 cfs

0850010

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME FLOOD BASE NATURAL HIGHWATER ELEVATION		ITEM NO. 71G PAGE 1 of 1 EFF. DATE 07/01/02
	ISIS		MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures		N/A
STRUCTURES	Local	State	N/A
UPDATE SCREENS	(4) Misc Waterway Info	(5) Waterway Data	N/A
INQUIRY SCREENS	(3) Inventory Data 3 (22) Waterway Info		(1) Inventory Data 3 of 3 (18) Waterway

DESCRIPTION AND PURPOSE OF ITEM

This item expresses the stage elevation of the 100 year frequency flood at the site of the structure without the effects of the roadway construction.

This value is to be entered in feet rounded to the nearest .01 (tenth) of a foot.

CODE AND SCREEN ENTRY INSTRUCTIONS

A five-digit field with two decimal places.

Enter the value in terms of feet rounded to the nearest .01 (tenth) of a foot.

Fill unused spaces with zeros.

EXAMPLES:

<u>Flood Base NHE</u>	<u>Enter</u>
40.032 feet	040.03
38.5 feet	038.50

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME APPROACH ROADWAY ALIGNMENT APPRAISAL		ITEM NO. 72
			PAGE 1 of 1
			EFF. DATE 07/01/02
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisals	(2) Inspection - 1 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies those bridges that do not function properly or adequately due to the alignment of the approaches.

Code the rating based on the adequacy of the approach roadway alignment. It is not intended that the approach roadway alignment be compared to current standards but rather to the existing highway alignment. This concept differs from other appraisal evaluations. The establishment of set criteria to be used at all bridge sites is not appropriate for this item. The basic criteria are how the alignment of the roadway approaches to the bridge relate to the general highway alignment for the section of highway that the bridge is on.

The individual structure is to be rated in accordance with the general appraisal rating guide given with the composite discussion of Items 67-72 in lieu of specific design values.

The approach roadway alignment will be rated intolerable (a code of 3 or less) only if the horizontal or vertical curvature requires a substantial reduction in the vehicle operating speed from that on the highway section. A very minor speed reduction will be rated a 6, and when a speed reduction is not required, the appraisal code will be an 8. Codes may be selected between these general values. For example, if the highway section requires a substantial speed reduction due to vertical or horizontal alignment, and the roadway approach to the bridge requires only a very minor additional speed reduction at the bridge, the appropriate code would be a 6. This concept shall be used at each bridge site.

Speed reductions necessary because of structure width and not due to alignment shall not be considered in evaluating this item.

An evaluation of each element (riding quality, settlement and structural condition) is determined and recorded using the scale 1 thru 5 on the Bridge Inspection Form. However, these individual elements' evaluation does not contribute to the overall appraisal rating of this item.

History is retained for this item based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **NOT USED; RESERVED BY FHWA**

ITEM NO. **73-74**

PAGE **1 of 1**

EFF. DATE **07/01/02**

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME IMPROVEMENT (TYPE OF WORK & DONE BY)	ITEM NO. 75 (A & B) PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(4) Proposed Improvement		N/A
INQUIRY SCREENS	(11) Proposed Improvement		(10) Proposed Improvement

DESCRIPTION AND PURPOSE OF ITEM

This item records (1) the type of work proposed to be accomplished on the structure to improve it to the point that it will provide the type of service needed, and (2) whether the proposed work is to be done by contract or force account.

Code a 3-digit number composed of 2 segments:

<u>Segment</u>	<u>Description</u>	<u>Length</u>
75A	Type of Work Proposed	2 digits
75B	Work Done by	1 digit

This item must be coded for all bridges eligible for the Highway Bridge Replacement and Rehabilitation Program (see Item 131 - HBRRP Eligibility). It may be coded for other bridges at the option of the highway agency. The costs recorded in Items 94 thru 97 are reflective of the type of work shown in this item.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field.

Enter into the first two positions the appropriate codes for the type of work proposed:

<u>Code</u>	<u>Description</u>
31	Replacement of bridge or other structure due to substandard load carrying capacity or substandard bridge roadway geometry.
32	Replacement of bridge or other structure because of relocation of road.
33	Widening of existing bridge or other major structure without deck rehabilitation or replacement; includes culvert lengthening.

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	IMPROVEMENT (TYPE OF WORK & DONE BY)	ITEM NO.	75(A & B)
		PAGE	2 of 2
		EFF. DATE	07/01/02

<u>Code</u>	<u>Description</u>
34	Widening of existing bridge with deck rehabilitation or replacement.
35	Bridge rehabilitation because of general structure deterioration or inadequate strength.
36	Bridge deck rehabilitation with only incidental widening.
37	Bridge deck replacement with only incidental widening.
38	Other structural work.

The third digit shall be coded using one of the following codes to indicate whether the proposed work is to be done by contract or by force account:

<u>Code</u>	<u>Description</u>
1	Work to be done by contract
2	Work to be done by owner's forces

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME LENGTH OF IMPROVEMENT	ITEM NO. 76 PAGE 1 of 1 EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Program Development	N/A	
STRUCTURES	All	N/A	
UPDATE SCREENS	(4) Proposed Improvement	N/A	
INQUIRY SCREENS	(11) Proposed Improvement	(10) Proposed Improvement	

DESCRIPTION AND PURPOSE OF ITEM

This item represents the length of the proposed bridge improvement, rounded to the nearest foot.

For replacement or rehabilitation of the entire bridge, the length should be back to back of backwalls of abutments or from pavement notch to pavement notch.

For replacement or rehabilitation of only part of the structure, use the length of the portion to be improved.

This item must be coded for all bridges eligible for the Highway Bridge Replacement and Rehabilitation Program (HBRRP). It may be coded for other bridges at the option of the highway agency. This item must be compatible with Item 75B - Type of Improvement and the costs recorded in Items 94 thru 97.

For culvert improvements, use the proposed length measured along the centerline of the barrel regardless of the depth below grade. The measurement should be made between the inside faces of the top parapet or edge-stiffening beam of the top slab.

For substructure or channel work only, code the length of superstructure over, or supported by, the substructure or channel.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, right justified.

Enter the length in feet, rounded to the nearest whole foot.

Fill unused leading spaces with zeros.

Typically, a replacement bridge is longer than the bridge being replaced. When site-specific data is lacking, see Appendix C, Figure 10.1 for an acceptable method of calculating the length of a replacement bridge.

EXAMPLES:

Length of Structure Improvement	250 feet	Enter 000250
	1,200 feet	001200

204

ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **NOT USED; RESERVED BY FHWA**

ITEM NO. **77-89**

PAGE **1 of 1**

EFF. DATE **07/01/02**

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME ROUTINE (NBIS) INSPECTION DATE	ITEM NO. 90 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(12) Inspection / Appraisals		(2) Inspection
INQUIRY SCREENS	(4) Inspection / Appraisals		(2) Inspection 2 of 2

DESCRIPTION AND PURPOSE OF ITEM

This item is the date of the most recent inspection of the structure in accordance with the National Bridge Inspection Standards.

Item 90 may differ from the inspection date required in Items 93A - Fracture Critical Inspection Date, 93B - Underwater Inspection Date, and 93C - Special Inspection Date.

This item acts as the control for history for all items that appear on the inspection update screens. That is, as a new inspection date is entered, all previous inspection data are automatically retained in a history record.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field.

Enter month, day and year, each at 2 digits (MMDDYY).

Fill unused digits with zeros.

Changes in inspection date can only be accomplished using the "Add" Action Indicator function.

EXAMPLES:

<u>Date</u>	<u>Enter</u>
January 26, 1989	01 26 89
December 1, 1988	12 01 88

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BRIDGE INSPECTION BY (NAME)	ITEM NO. 90A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisals	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisals	(2) Inspection 2 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the name of the individual who physically performed the Routine NBIS Inspection associated with Item 90 - Routine NBIS Inspection Date.

History is retained for this item per each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

Up to 20 alphanumeric characters, left justified, are allowed in this field. The name is to be entered beginning at the first space available.

When inspections are performed by other than a local, state or federal government agency, the name of that organization should be indicated in this field as space permits. The initials of other individuals present for the inspection may be recorded as space allows.

The last (20th) position of this field shall be reserved exclusively for a code indicating the inspector's qualification. The code shall be entered as follows:

<u>Code</u>	<u>Description</u>
1	Certified Inspector (Has successfully completed a ten day NBIS comprehensive bridge inspection training course and has 5 years of bridge inspection experience.)
2	Registered Professional Engineer (With appropriate experience.)
3	Registered Structural Engineer (With appropriate experience.)

STATE MAINTAINED STRUCTURES:

The full last name, including first and middle initials, is required on all inspections.

LOCAL AGENCY STRUCTURES

Record the full last name, including first and middle initials, of the inspector with principle responsibility.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NO. 90B PAGE 1 of 1 EFF. DATE 07/01/02	
ITEM NAME INSPECTION (ROUTINE NBIS) REMARKS			
RESPONSIBLE FOR UPDATE		MMIS	
STRUCTURES		State	
UPDATE SCREENS		(2) Inspection	
INQUIRY SCREENS		(2) Inspection 2 of 2	
<p align="center"><u>DESCRIPTION AND PURPOSE OF ITEM</u></p> <p>This item records any miscellaneous remarks about the routine NBIS inspection that need to be made to clarify or document values or procedures.</p> <p>Remarks must be recorded if any of the structure's condition ratings are less than "4".</p> <p>History is retained for this item per each Inspection Date - Item 90.</p> <p align="center"><u>CODE AND SCREEN ENTRY INSTRUCTIONS</u></p> <p>A 237-digit field.</p> <p>Begin entry at the first space provided using any combination of letters, numbers, symbols and spaces. Abbreviations can be used as long as they are not ambiguous.</p> <p>Leave all unused spaces blank.</p>			

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME INSPECTION (ROUTINE NBIS) TEMPERATURE	ITEM NO. 90C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(12) Inspection / Appraisals		(2) Inspection
INQUIRY SCREENS	(4) Inspection / Appraisals		(2) Inspection 2 of 2

DESCRIPTION AND PURPOSE OF ITEM

This item reports the ambient air temperature, in degrees Fahrenheit, at the time of inspection of the structure.

History is retained for this item per each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

Enter the value, leaving unused spaces blank.

For temperatures of "0" (zero), enter "+1".

For temperatures of less than zero degrees, enter the minus (-) sign to the immediate left of the degree entry.

For temperatures greater than zero degrees, enter the plus (+) sign to the immediate left of the degree entry.

EXAMPLES:

<u>Temperature</u>	<u>Enter</u>
90	+9
990	+99
1000	+100
-100	-10
-10	-1
00	+1

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME INSPECTION INTERVAL (ROUTINE NBIS)	ITEM NO. 91 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures (BBS) Local Bridge Unit	Central Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	Computer Generated (6) Inspection Intervals (for Manual changes)	Computer Generated (9) Intervals (for Manual changes)	
INQUIRY SCREENS	(1) Inventory Data 1	(1) Inventory Data 1 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the number of months between routine NBIS inspections of the structure. It is the scheduled interval for re-inspecting the structure on a regular basis.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, most generally computer generated.

For manual entries, enter the interval in terms of number of months, coding single-digit months with a preceding zero ("0").

EXAMPLES:

<u>Interval</u>	<u>Enter</u>
6 Months	06
12 Months	12
3 Years	36

NOTE: 1) **Adding a new highway structure (structures that carry a highway) to the data base**

will automatically generate an interval of 24 months.

- 2) Entry of a new NBIS inspection record into the ISIS database or MMIS database will cause a recalculation of the inspection interval by the computer and the interval may change based upon the new condition ratings recorded.
- 3) When it is desired to inspect a structure at an interval less than the maximum interval allowed by present policy and currently being generated by computer programming logic, an alternate inspection interval may be manually entered. However, values of 12, 24 or 48 months should not be used to manually replace a computer generated inspection interval. Manually entered values of 12, 24 or 48 months will not remain as permanent values for Item 91, since they will be replaced by values that are compatible with the programming logic. For example, it is recommended that a value of 25 months be manually entered for structures that are being inspected at 24 month intervals but are actually eligible for inspection at 48 month intervals.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM					
STRUCTURE INFORMATION AND PROCEDURE MANUAL						
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME FRACTURE CRITICAL INSPECTION INTERVAL				ITEM NO. 92A PAGE 1 of 1 EFF. DATE 07/01/02	
	ISIS				MMIS	
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges and Structures (BBS) Local Bridge Unit				Central Maintenance/Operations	
STRUCTURES	Local				State	
UPDATE SCREENS	(6) Inspection Intervals				(9) Intervals	
INQUIRY SCREENS	(1) Inventory Data 1 (6) Fracture Critical Member, (7) Fracture Critical Inspection (FR, CR, INSP)				(1) Inventory Data 1 of 3 (4) Fr Cr Member (5) Fr Cr Insp	

DESCRIPTION AND PURPOSE OF ITEM

For a structure that has been designated as having fracture critical members, this item indicates the frequency (in numbers of months) by which the structure should receive a fracture critical inspection.

This interval is established for all fracture critical bridge types as indicated by Item 92A1.

The Fracture Critical Inspection Interval also pertains to bridge types G1 and G2 of Item 92A1 that are related bridge types - not fracture critical.

Other required special feature inspection intervals should be reported using Item 92C - "Special Feature Inspection Interval".

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit code.

Enter the interval in terms of number of months, filling the leading space with zero.

EXAMPLES:

<u>Interval</u>	<u>Enter</u>
6 Months	06
12 Months	12
Not fracture critical or related bridge type	00

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME FRACTURE CRITICAL BRIDGE TYPE		ITEM NO. 92A1 PAGE 1 of 2 EFF. DATE 07/01/02
	ISIS		MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges & Structures (BBS)		N/A
STRUCTURES	Local	State	State
UPDATE SCREENS	(3) Fracture Critical	(9) Fracture Critical Members	N/A
	Members		
INQUIRY SCREENS	(6) Fracture Critical Members (7) Fracture Critical Inspection	(4) Fracture Critical Members (5) Fracture Critical Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies a bridge or component type that contains fracture critical members, member components, or other related features.

An example of related features would be the link and pin assemblies in a multiple girder bridge (type code G1).

This item must be coded before a Fracture Critical Member (FCM) inspection can be entered in the system. The procedures is as follows:

- First, the Central Bureau of Bridges and Structures (BBS) must enter a member code on the ISIS FRACTURE CRITICAL MEMBER screen that serves to identify the bridge as having a fracture critical or special feature, and the member code identifies that feature.
- Following the BBS entry, the District can then enter an inspection record for each identified member, using the FRACTURE CRITICAL INSPECTION screens on ISIS for LOCAL bridges and on MMIS for STATE bridges. The member code entered by the District for the inspection must match a member code that had been previously entered into the database by the BBS or the database will not accept the inspection record.

History is retained for each inspection of each member of feature type.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit code.

Enter the appropriate code for the identified type.

Leave blank if item does not apply.

Code

Description

A1	Two Girder System-Suspension Link and Pin
A2	Two Girder System-Suspension Single Pin
A3	Two Girder System-Tension Flanges or Riveted or Bolted Plate Girders
A4	Two Girder System-Bearing Seat of Suspended Spans
A5	Two Girder System-Tension Flange of Rolled Beam
A6	Two Girder system-Tension Flanges of Welded Plate Girders

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	FRACTURE CRITICAL BRIDGE TYPE	ITEM NO.	92A1
		PAGE	2 of 2
		EFF. DATE	07/01/02

<u>Code</u>	<u>Description</u>
A7	Two Girder System-Tension Flanges of Lattice Truss Web Girders
B1	Truss System-Eyebars and Pin Tension Members
B2	Truss System-Welded Truss Tension Members
B3	Truss System-Hanger Link and Pin of Suspended Trusses
B4	Truss System-Single Element Members
B5	Truss System-Riveted or Bolted Tension Members
B6	Continuous Truss System-Welded, Riveted or Bolted
C1	Suspension Bridge-Cables
C2	Cable Stayed-Cables
D1	Tied Arches-Welded Box Ties
D2	Tied Arches-Riveted or Bolted Box Ties
D3	Tied Arches-Stiffened Girders
E1	Framed Steel Substructures-Welded or Rolled Pier Cap
E2	Framed Steel Substructures-Riveted or Bolted Pier Cap
E3	Framed Steel Substructures-Welded Pier Column
E4	Framed Steel Substructures-Riveted or Bolted Pier Column
F1	Longitudinal Box Beam-Single Welded Box
F2	Longitudinal Box Beam-Single Riveted or Bolted Box
F3	Double Box Beam-Welded, Riveted, or Bolted
*G1	Multi Girder Systems-Suspension Links and Pins
*G2	Multi Girder Systems-Suspension Single Pins
X1	Other

* Related bridge types

NOTE: The types are ranked by criticality.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME	NUMBER OF FRACTURE CRITICAL MEMBERS	ITEM NO. 92A3
			PAGE 1 of 1
			EFF. DATE 07/01/02
	ISIS		MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges and Structures (BBS)		N/A
STRUCTURES	Local	State	N/A
UPDATE SCREENS	(3) Fracture Critical Members	(9) Fracture Critical Members	N/A
INQUIRY SCREENS	(6) Fracture Critical Members (7) Fracture Critical Inspection		(4) Fracture Critical Members (5) Fracture Critical Inspection

DESCRIPTION AND PURPOSE OF ITEM

This item gives the number of critical members, components or features contained in the identified fracture critical or related bridge type of the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

Enter the appropriate number filling leading spaces with zeros.

Leave blank if item does not apply.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME UNDERWATER INSPECTION INTERVAL	ITEM NO. 92B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges and Structures (BBS) Local Bridge Unit		Central Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(6) Inspection Intervals		(9) Intervals
INQUIRY SCREENS	(3) Inventory Data 3		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the number of months between underwater inspections.

The interval may vary according to actual conditions or potential problems.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, right justified.

Express the interval in terms of months.

Enter the value filling the leading space with a zero when appropriate.

EXAMPLES:

<u>Interval</u>	<u>Enter</u>
6 Months	06
12 Months	12
Not required	00

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME SPECIAL FEATURE INSPECTION INTERVAL	ITEM NO. 92C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Bridges and Structures (BBS) Local Bridge Unit		Central Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(6) Inspection Intervals		(9) Intervals
INQUIRY SCREENS	(3) Inventory Data 1		(2) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the number of months between inspections for bridges that have problems or features requiring special attention in addition to the routine NBIS biennial maintenance inspection.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit code.

Enter the interval in terms of number of months, filling the leading space with zero.

EXAMPLES:

<u>Interval</u>	<u>Entry</u>
6 Months	06
12 Months	12
No special inspection required	00

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME FRACTURE CRITICAL INSPECTION DATE	ITEM NO. 93A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(14) Fracture Critical Inspection		(4) Fracture
INQUIRY SCREENS	(7) Fracture Critical Inspection		(5) Fracture Critical Inspection

DESCRIPTION AND PURPOSE OF ITEM

This item reports the most recent inspection date for structures containing fracture critical members indicated by the fracture critical or related bridge type - Item 92A1.

History is retained by this date for each fracture critical or related bridge type - Item 92A1.

This item also pertains to bridge types "G1" and "G2" of Item 92A1 that are related bridge types and not fracture critical. Other special feature inspection dates should be reported using Item 93C - "SPECIAL FEATURE INSPECTION DATE".

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, two each for month, day and year (MMDDYY).

Fill leading spaces with zeros.

Leave blank if not applicable.

EXAMPLES:

<u>Date</u>	<u>Enter</u>
June 9, 1994	06 09 94
October 10, 1998	10 10 98

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME FRACTURE CRITICAL APPRAISAL RATING	ITEM NO. 93A1 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(14) Fracture Critical Inspection	(4) Fracture Critical Inspection	
INQUIRY SCREENS	(7) Fracture Critical Inspection	(5) Fracture Critical Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the overall condition of the fracture critical member for the associated fracture critical or related bridge type.

History is retained according to Item 93A (Fracture Critical Inspection Date) for each inspection of an identified type as indicated by Item 92A1 – Fracture Critical Member Type.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Leave blank if item does not apply.

<u>Code</u>	<u>Condition</u>
9	EXCELLENT (New)
8	VERY GOOD - No problems noted.
7	GOOD - Very minor surface rust.
6	SATISFACTORY - Surface rusting and/or very minor nicks or gouges but nothing measurable affecting the structural capacity of the members.
5	FAIR - Rust scaling/pitting and/or minor nicks or gouges indicating measurable section loss which may affect structural capacity of individual members but not of the overall structure. Presence of cracks in tack welds. Indications of minor defects may be detected in pin assemblies using ultrasonic inspection, but not in exterior beams or adjacent interior beams.
4	POOR - Significant nicks and gouges or major (greater than 15%) section loss caused by corrosion. Presence of any cracks (excluding tack welds) parallel to direction of stress. Indications of minor defects in exterior beams or adjacent interior beams may be detected in pin assemblies using ultrasonic inspection. The overall structural capacity has been reduced. A structural evaluation should be performed by competent engineer.

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	FRACTURE CRITICAL APPRAISAL RATING	ITEM NO.	93A1
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<u>Code</u>	<u>Condition</u>
3	SERIOUS - Great section loss (over 30%). Numerous cracks parallel to direction of stress. Presence of any cracks perpendicular to direction of stress. Requires immediate investigation by a structural engineer. Any indication of defect found with ultrasonic inspection that exceeds the acceptable defect criteria as outlined in the <u>Bureau of Bridges and Structures Procedure and Guideline Manual for Ultrasonic Examination of Pins</u> . Indicate probable cause in fracture critical inspection remarks (Item 93A2). Traffic loads must be restricted.
2	CRITICAL - Extreme section loss (over 50%). Extensive cracking perpendicular to direction of stress. Structure should be closed pending an investigation by a structural engineer.
1	IMMINENT FAILURE - Structure must be closed pending corrective action.
0	FAILED - Out of Service, beyond corrective action.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM					
	STRUCTURE INFORMATION AND PROCEDURE MANUAL					
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME FRACTURE CRITICAL INSPECTION REMARKS				ITEM NO. 93A2 PAGE 1 of 1 EFF. DATE 07/01/02	
	ISIS				MMIS	
RESPONSIBLE FOR UPDATE	District Local Roads				District Maintenance/Operations	
STRUCTURES	Local				State	
UPDATE SCREENS	(14) Fracture Critical Inspection				(4) Fracture	
INQUIRY SCREENS	(7) Fracture Critical Inspection				(5) Fracture Critical Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item provides for comments or observations pertinent to the inspection of fracture critical members or other related members requiring inspection.

History is retained according to Item 93A (Fracture Critical Inspection Date) for each inspection of an identified type as indicated by Item 92A1 – Fracture Critical Member Type.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 237-digit field, left justified, containing letters, numbers, punctuation and symbols.

Begin entry at first space available, leaving unused spaces blank.

Abbreviations may be used as long as they are not ambiguous. Punctuation may be omitted as long as it does not alter the context of the statement.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME FRACTURE CRITICAL INSPECTION BY (NAME)	ITEM NO. 93A3 PAGE 1 of 2 EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(14) Fracture Critical Inspection	(4) Fracture	
INQUIRY SCREENS	(7) Fracture Critical Inspection	(5) Fracture Critical Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the name of the individual who physically performed the Fracture Critical Inspection associated with Items 93A - 93A2.

It is preferred that Fracture Critical inspections be performed by a Registered Professional Engineer or Registered Structural Engineer, either of which should also have the appropriate experience.

History is retained according to Item 93A (Fracture Critical Inspection Date) for each inspection of an identified type as indicated by Item 92A1 – Fracture Critical Member Type.

CODE AND SCREEN ENTRY INSTRUCTIONS

Up to 20 alphanumeric characters, left justified, are allowed in this field. The name is to be entered beginning at the first space available.

STATE MAINTAINED STRUCTURES: Full last names and initials **are required** on all inspections, except inspections performed by the District Bridge Maintenance Engineer or Bridge Maintenance Technician, in which cases the appropriate initials may be used.

LOCAL AGENCY STRUCTURES

The full last name with first and middle initials of the inspector with principle responsibility are to be recorded. The last (20th) position of this field shall be reserved exclusively for a code indicating the inspector's qualification. If applicable, that code shall be entered as follows:

Code

Description

- | | |
|---|---|
| 1 | Certified Inspector - Has successfully completed a Comprehensive Fracture Critical Bridge Inspection Training Course. |
|---|---|

When inspections are performed by other than a local, state or federal government agency, the name of that organization should be indicated in this field as space permits. The initials of other individuals present for the inspection may be recorded as space allows.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME FRACTURE CRITICAL INSPECTION TEMPERATURE	ITEM NO. 93A4 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(14) Fracture Critical Inspection	(4) Fracture	
INQUIRY SCREENS	(7) Fracture Critical Inspection	(5) Fracture Critical Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item reports the ambient air temperature, in degrees Fahrenheit, at the time the inspection of fracture critical members or related members was made.

History is retained according to Item 93A (Fracture Critical Inspection Date) for each inspection of an identified type as indicated by Item 92A1 – Fracture Critical Member Type.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

Enter the value, leaving unused spaces blank.

For temperatures of zero degrees (0⁰), enter 1.

For temperatures of less than zero degrees, enter the minus sign to the immediate left of the degree entry.

EXAMPLES:

<u>Temperature</u>	<u>Enter</u>
9 ⁰	9
99 ⁰	99
100 ⁰	100
-10 ⁰	-10
-1 ⁰	-1
0 ⁰	1

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME UNDERWATER INSPECTION DATE	ITEM NO. 93B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(13) Underwater Inspection	(3) Underwater	
INQUIRY SCREENS	(5) Underwater Inspection	(3) Underwater	

DESCRIPTION AND PURPOSE OF ITEM

This is the date of the most recent underwater inspection of the structure.

History is retained by this date for each of the items on the Underwater Update screen.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field.

Enter month, day and year each at 2 digits (MMDDYY).

Fill unused digits with zeros.

EXAMPLES:

<u>Date</u>	<u>Enter</u>
January 26, 1999	01 26 99
December 1, 2000	12 01 00

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME UNDERWATER APPRAISAL RATING	ITEM NO. 93B1 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(13) Underwater Inspection		(3) Underwater
INQUIRY SCREENS	(5) Underwater Inspection		(3) Underwater

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the condition of the underwater substructure units and the condition of the adjacent stream beds.

History is retained by this item based on each Inspection Date - Item 93B.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Leave blank if item does not apply.

<u>Code</u>	<u>Condition</u>
9	EXCELLENT (New)
8	VERY GOOD - No problems noted.
7	GOOD - Small cracks in underwater units. Minor sedimentation or scour may have occurred near foundations.
6	SATISFACTORY - Moderate deterioration, spalls, cracking or leaching in underwater units. Moderate sedimentation or shallow, local scour may have occurred near foundations.
5	FAIR - Major deterioration, spalls with reinforcement exposed, cracking or leaching in underwater units. Major sedimentation or progressive scour becoming more prominent with a possibility of exposing the top of the footing, but no misalignment noted.
4	POOR - Structural deterioration of underwater units with extensive section loss, structural cracking or decay. Extensive scour or undermining of footing affecting the stability of the unit and requiring corrective action.

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ITEM NAME **UNDERWATER APPRAISAL RATING**

ITEM NO.	93B1
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<u>Code</u>	<u>Condition</u>
3	SERIOUS - Severe deterioration of underwater units. Severe scour or undermining of footing affecting the stability of the unit. Settlement of the substructure may have occurred. Repairs or retrofits are in place to maintain structural adequacy, or load capacity posting has been reduced to maintain safety.
2	CRITICAL - Failure has occurred in underwater units. Scour is sufficient such that substructure is near a state of collapse. Unit has settled. Repairs or retrofits are in place and/or load capacity posting has been reduced to maintain safety.
1	IMMINENT FAILURE - Facility is closed, but can be brought back into service after repairs.
0	FAILED - Out of Service, beyond corrective action.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME UNDERWATER INSPECTION REMARKS	ITEM NO. 93B2 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(13) Underwater Inspection	(3) Underwater	
INQUIRY SCREENS	(5) Underwater Inspection	(3) Underwater	

DESCRIPTION AND PURPOSE OF ITEM

This item records any remarks needing to be made about the underwater inspection to clarify or document values or procedures not covered by other data items.

History is retained by this item based on each Inspection Date - Item 93B.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 237-digit field.

Begin entry at the first space provided using any combination of letters, numbers, symbols and spaces.

Abbreviations can be used as long as they are not ambiguous.

Leave all unused spaces blank.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME UNDERWATER INSPECTION BY (NAME)	ITEM NO. 93B3 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(13) Underwater Inspection		(3) Underwater
INQUIRY SCREENS	(5) Underwater Inspection		(3) Underwater

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the name of the individual who physically performed the Underwater Inspection associated with Items 93B - 93B6.

It is preferred that these inspections be performed by a Registered Professional Engineer or Registered Structural Engineer, either of which should also have the appropriate experience.

History is retained for this item based on each Inspection Date - Item 93B.

CODE AND SCREEN ENTRY INSTRUCTIONS

Up to 20 alphanumeric characters, left justified, are allowed in this field. The name is to be entered beginning at the first space available.

STATE MAINTAINED STRUCTURES:

Full last names and initials **are required** on all inspections, except inspections performed by the District Bridge Maintenance Engineer or Bridge Maintenance Technician, in which cases the appropriate initials may be used.

LOCAL AGENCY STRUCTURES

The full last name with first and middle initials of the inspector with principle responsibility are to be recorded.

When inspections are performed by other than a local, state or federal government agency, the name of that organization should be indicated in this field as space permits. The initials of other individuals present for the inspection may be recorded as space allows.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME UNDERWATER INSPECTION METHOD	ITEM NO. 93B4 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(13) Underwater Inspection		(3) Underwater
INQUIRY SCREENS	(5) Underwater Inspection		(3) Underwater

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the method used in making the underwater inspection of the structure.

History is retained for this item based on each Inspection Date - Item 93B.

CODE AND SCREEN ENTRY INSTRUCTIONS

A five-digit field, left justified.

Enter up to five unique codes beginning in the first position available, leaving unused spaces blank. No one code should be used more than once.

<u>Code</u>	<u>Inspection Method Used</u>
V	Visual
P	Probe
S	Sonar
D	Diver
O (alpha "O", not zero)	Other

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME UNDERWATER INSPECTION CATEGORY	ITEM NO. 93B5 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(13) Underwater Inspection	(3) Underwater	
INQUIRY SCREENS	(5) Underwater Inspection	(3) Underwater	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the category of the underwater inspection of the structure.

History is retained for this item based on each Inspection Date - Item 93B.

CODE AND SCREEN ENTRY INSTRUCTIONS

A five-digit field, left justified.

Enter up to five unique codes beginning in the first position available, leaving unused spaces blank. No one code should be used more than once.

<u>Code</u>	<u>Category Description</u>
1	Debris Problem - Crossings where debris and/or eroding soils are a known problem.
2	4 ft. Water - Crossings with substructure units submerged in a minimum of 4 ft. of water at all times.
3	Restricted - Crossing where flow is restricted and velocities exceed the erosion potential of the soil surrounding substructure units.
4	Spread Footings - Crossings supported by spread footings.
5	Large Areas - Crossings with large drainage areas (greater than 5000 sq. miles).
6	Scour Critical Monitoring Program - Monitoring required due to scour evaluation.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME UNDERWATER INSPECTION TEMPERATURE	ITEM NO. 93B6 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(13) Underwater Inspection		(3) Underwater
INQUIRY SCREENS	(5) Underwater Inspection		(3) Underwater

DESCRIPTION AND PURPOSE OF ITEM

This item reports the ambient air temperature, in degrees Fahrenheit, at the time the underwater inspection of the structure was conducted.

History is retained for this item based on each Inspection Date - Item 93B.

CODE AND SCREEN ENTRY INSTRUCTIONS

Coding of this item is optional.

A three-digit field, right justified.

Enter the value, leaving unused spaces blank.

For temperatures of zero degrees (0°), enter 1.

For temperatures of less than zero degrees, enter the minus sign to the immediate left of the degree entry.

EXAMPLES:

<u>Temperature</u>	<u>Enter</u>
90	009
990	099
1000	100
-100	-10
-10	-1
00	1

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME SPECIAL FEATURE INSPECTION DATE	ITEM NO. 93C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection/Appraisal	(2) Inspection	
INQUIRY SCREENS	(4) Inspection/Appraisal	(2) Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item records the date of any inspection required due to special problems experienced by a structure.

Special Feature Inspections are conducted to document and track specific deficiencies such as abnormal structural component movement, displacement, damage or scour criticality.

Details as to the reason for the special inspection **must** be recorded under Item 90B, "INSPECTION (ROUTINE NBIS) REMARKS".

If the requirement for a Special Feature Inspection is removed, this field should be blanked-out. Therefore, when Item 92C – Special Feature Inspection Interval is coded "00", the Special Feature Inspection Date should be blank.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field.

Enter month, day and year, each at two digits (MMDDYY).

Fill unused digits with zeros.

EXAMPLES:

<u>Date</u>	<u>Enter</u>
January 26, 1996	01 26 96
December 1, 1998	12 01 98

NOTE: The Special Feature Inspection Date is changed by using the "Change" function on the Update screen.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME BRIDGE IMPROVEMENT COST	ITEM NO. 94 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(4) Proposed Improvement		N/A
INQUIRY SCREENS	(11) Proposed Improvement		(10) Proposed Improvement

DESCRIPTION AND PURPOSE OF ITEM

This item is the estimated cost of the proposed structure improvement in thousands of dollars. This cost shall include only bridge construction costs, excluding roadway, land acquisition, detour, demolition, preliminary engineering and other associated costs.

This item is required for structures eligible for Highway Bridge Replacement and Rehabilitation Program (see Item 131). It is not to be used to record estimated maintenance costs.

In the absence of an actual cost estimate, one of the following formulas can be used to develop a proposed structure improvement cost:

Replacement	=	2.2 x existing deck area x cost per sq. ft.
Rehabilitation	=	1.5 x existing deck area x cost per sq. ft.
Widening	=	1.1 x existing deck area x cost per sq. ft.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, right justified.

Enter the value, rounded to thousands, filling leading spaces with zeros.

NOTE: Enter the base year of the cost estimate in Item 97.

EXAMPLES:

<u>Estimated Cost</u>	<u>HBRRP Eligible</u>	<u>Enter</u>
\$ 55,850	Yes	000056
\$ 250,000	Yes	000250
\$ 7,451,233	Yes	007451
\$ 850,000	No	000850
No Estimate	No	Leave Blank

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME ROADWAY IMPROVEMENT COST	ITEM NO. 95 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(4) Proposed Improvement		N/A
INQUIRY SCREENS	(11) Proposed Improvement		(10) Proposed Improvement

DESCRIPTION AND PURPOSE OF ITEM

This item is the estimated cost of the proposed roadway improvement, in thousands of dollars, that is necessary to make the structure improvement functional. It shall include only roadway construction costs and excludes project costs beyond the scope of the portion required to allow the bridge improvement to function in a normal way. Also excluded from this item are costs associated with bridge construction, land acquisition, detour, preliminary engineering and other associated costs.

Do not use this item for estimating maintenance costs.

This item is required for structures eligible for the Highway Bridge Rehabilitation and Replacement Program (see Item 131).

In the absence of any actual estimated roadway improvement costs, a guide of 10 percent of the Item 94 - Bridge Improvement Cost is suggested.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit code, right justified.

Enter the value, rounded to thousands, filling leading spaces with zeros.

NOTE: Enter the base year of the cost estimate in Item 97.

EXAMPLES:

<u>Estimated Cost</u>	<u>HBRRP Eligible</u>	<u>Enter</u>
\$ 55,850	Yes	000056
\$ 250,000	Yes	000250
\$ 1,000,000	Yes	001000
\$ 75,000	No	000075
No Estimate	No	10% of Item 94 or leave blank

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME IMPROVEMENT TOTAL PROJECT COST	ITEM NO. 96 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(4) Proposed Improvement		N/A
INQUIRY SCREENS	(11) Proposed Improvement		(10) Proposed Improvement

DESCRIPTION AND PURPOSE OF ITEM

This item records the total project cost in thousands of dollars including incidental costs not included in Items 94 and 95. This item includes all costs normally associated with the proposed structure improvement project. The total project cost will therefore usually be greater than the sum of Items 94 and 95.

The Improvement Total Project Cost is required for structures eligible for the Highway Bridge Replacement and Rehabilitation Program (see Item 131). It is not to be used to record estimated maintenance costs.

In the absence of any actual estimated total project costs, a guide of 150% of the bridge cost (Item 94) is suggested.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit code, right justified.

Enter the value, rounded to thousands, filling leading spaces with zeros.

NOTE: Enter the base year of the cost estimate in Item 97.

EXAMPLES:

<u>Estimated Cost</u>	<u>HBRRP Eligible</u>	<u>Enter</u>
\$ 75,850	Yes	000076
\$ 250,000	Yes	000250
\$ 7,451,233	Yes	007451
\$ 3,000,000	No	003000
No Estimate	No	150% of Item 94 or leave blank

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME IMPROVEMENT COST ESTIMATE YEAR	ITEM NO. 97 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(4) Proposed Improvement		N/A
INQUIRY SCREENS	(11) Proposed Improvement		(10) Proposed Improvement

DESCRIPTION AND PURPOSE OF ITEM

This item records the year upon which the estimated Bridge Roadway and Total Improvement Costs (recorded in Items 94, 95 and 96) were based.

The Improvement Cost Estimate Year and the estimated costs to which it applies must be reasonably current. Therefore, the date recorded shall be no more than 8 years old and the year cannot be greater than the current year.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit code.

Enter the year in the appropriate field.

EXAMPLE:

<u>Base Year</u>	<u>Enter</u>
1999	1999
1991	Date and associated costs must be updated

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME IMPROVEMENT REMARKS	ITEM NO. 97A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(4) Proposed Improvement		N/A
INQUIRY SCREENS	(11) Proposed Improvement		(10) Proposed Improvement

DESCRIPTION AND PURPOSE OF ITEM

This item provides for any remarks pertaining to the proposed structure improvement that may clarify the scope or extent of the project.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 79-digit field, left justified.

Enter the remarks beginning at the first space available using letters, numbers, special characters and spaces between words.

Abbreviations may be used as long as they are not ambiguous. Punctuation can be omitted if not needed for clarity.

Leave all unused spaces blank.

EXAMPLES:

- REPL INCLUDED IN 2 MI RELOC PROJ: 0.4 MI BR REPL
- or
- REHAB INCLUDES .3 MI RDWY IMPR; ADD'L .8 MI GRADE CHANGE IN SAME PROJ & CONTR

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME BORDER BRIDGE ADJACENT STATE	ITEM NO. 98A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the neighboring state that the structure serves in addition to Illinois.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field.

Enter the applicable state code from the following list.

Leave blank if not applicable.

<u>Code</u>	<u>State</u>
185	Indiana
197	Iowa
214	Kentucky
297	Missouri
555	Wisconsin

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME BORDER BRIDGE PERCENT ADJACENT STATE RESPONSIBILITY	
		ITEM NO. 98B PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the percentage of the existing bridge's total deck area for which the neighboring state is responsible.

The percentage will be used to determine each state's share of the funding needed for future improvements to the existing bridge.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit code, right justified.

Enter the percentage in the spaces provided.

For single digit percentages, enter a zero (0) in the leading space.

EXAMPLES:

<u>Adjacent State Responsibility</u>	<u>Enter</u>
9%	09
50%	50

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME BORDER BRIDGE ADJACENT STATE STRUCTURE NUMBER	ITEM NO. 99 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (3) General Inventory 2		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item records the 15-digit NBIS structure number that the neighboring state has assigned to a structure it shares with Illinois.

Items 98A and 98B indicate that the structure is a border bridge and therefore an entry must be made in Item 99 – Border Bridge Adjacent State Structure Number. This number must match exactly that which the neighboring state uses when reporting their structure inventory to Washington, D.C.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 15-digit field.

Code the entire 15-digit field including zeros and blank spaces whether they are leading, trailing or imbedded in the field.

Leave blank if not applicable.

If assistance is needed to obtain this number, contact the Central Office of Planning, Data Management Unit.

Note: The phrase "NOT INV IN NBIS" is entered into Item 99 by the Central Office of Planning, Data Management Unit, when the border bridge is one for which Illinois has sole maintenance, repair and funding responsibility. Though Items 98A (Border Bridge Adjacent State) and 98B (Border Bridge Percent Adjacent State Responsibility) contain valid data on the ISIS database for these structures, Item 98A, Item 98B and Item 99 information is not reported to Washington, D.C. in the yearly NBIP structure inventory submittal. Questions should be directed to the Central Office of Planning, Data Management Unit.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME SPECIAL SYSTEMS (FORMERLY DEFENSE HIGHWAY DESIGNATION)	ITEM NO. 100 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Central Bureau of Planning		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the applicable funding category for those public structures that are eligible for special funding.

This information is used to organize highway data by funding category.

The Bureau of Urban Program Planning contacts the Bureau of Statewide Program Planning for road system identification. District 9 contacts the National Forest Service office for maps that depict national forest highways and national forest development roads and trails and notifies the Bureau of Urban Program Planning of appropriate changes.

If in question, contact the Central Bureau of Urban Program Planning (UPP).

CODE AND SCREEN ENTRY INSTRUCTIONS

- 1/ This item can only be updated through ISIS for those Key Routes that are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 15 for screen entry location.)

A one-digit numeric code.

Enter the appropriate code for all structures.

<u>Code</u>	<u>Description</u>	<u>Responsibility</u>
0	Does not apply	UPP
4	Strategic Highway Network (StraHNet) (23 U.S.C. 103(b)(2)(c))	UPP
5	National forest highway (23 U.S.C. 101(a))	District 9
6	National forest development road or trail (23 U.S.C. 101(a))	District 9
7	Great River Road (GRR) (23 U.S.C. 148)	UPP
8	Strategic Regional Arterial (SRA)	UPP

- 1) If a section of highway qualifies for more than one Special System, record the system with the **LOWEST** numeric code.
- 2) Codes 1 thru 3 (Identification of Interstate System additions) are no longer in use.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME PARALLEL STRUCTURE DESIGNATION	ITEM NO. 101 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates situations where separate structures carry the same inventory route in opposite directions of travel over the same feature.

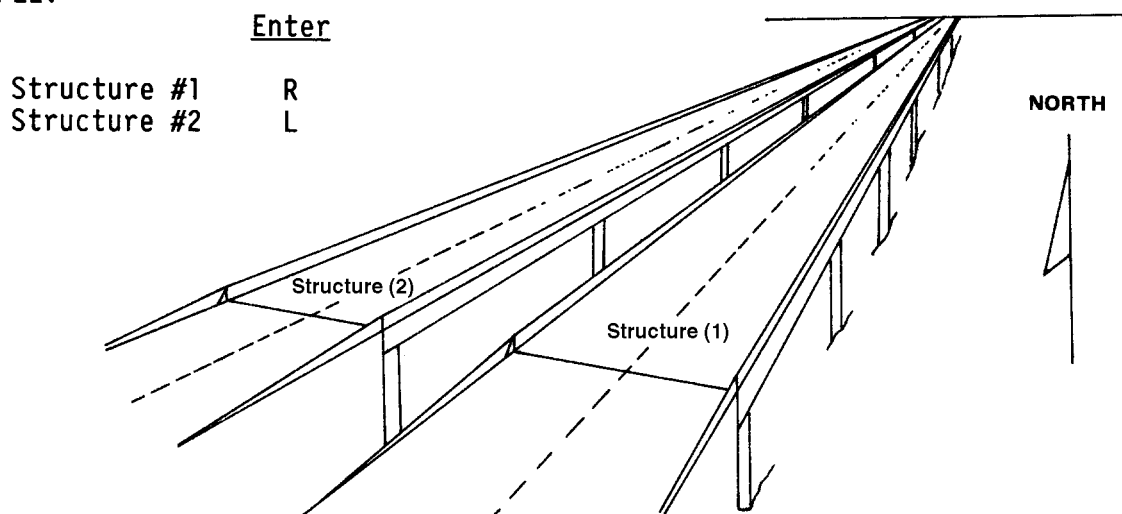
CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

This item shall be coded for all structures in the inventory.

<u>Code</u>	<u>Description</u>
R	The right structure of parallel bridges carrying the roadway in the direction of inventory.
L	The left structure of parallel bridges. This structure carries traffic in the opposite direction of the inventory.
N	No parallel structure exists or a non-highway facility is carried on the structure.

EXAMPLE:



The inventory route's direction of inventory is north.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME ONE OR TWO WAY TRAFFIC	ITEM NO. 102 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates one or two-way traffic on the inventory route utilizing the structure.

Item 102 must be compatible with other traffic related items such as Item 29-Average Daily Traffic and Item 51-Bridge Roadway Width, Curb-to-Curb.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code for all structures.

<u>Code</u>	<u>Description</u>
Leave blank	Highway traffic not carried
1	1-way traffic
2	2-way traffic
3	One lane bridge, 2-way traffic

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TEMPORARY STRUCTURE DESIGNATION	ITEM NO. 103 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	None		None

DESCRIPTION AND PURPOSE OF ITEM

This item indicates situations where temporary structures or conditions exist.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT CODE

This item is computer generated from Item 41-Bridge Status for NBIS requirements only. The value is not stored in the system and is not available on any system screens.

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HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME NATIONAL HIGHWAY SYSTEM	ITEM NO. 104 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under 1/		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under 1/		(13/14) Key Rte On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item indicates whether or not the structure is carrying or crossing a highway that is part of the National Highway System (NHS).

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes that are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage.

For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 140 for screen entry location.)

A one-digit numeric code.

Enter the appropriate code.

<u>Code</u>	<u>Description</u>
0	<u>Not</u> National Highway System
1	National Highway System, not an NHS Connector
2	NHS Connector Major Airport
3	NHS Connector Major Port Facility
4	NHS Connector Major Amtrak Station
5	NHS Connector Major Rail/Truck Terminal
6	NHS Connector major Intercity Bus Terminal
7	NHS Connector Public Transit or Multi-modal Passenger Terminal
8	NHS Connector Pipeline Terminal
9	NHS Connector Major Ferry Terminal

**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

ITEM NAME **NOT USED BY IDOT; RESERVED & USED BY FHWA**

ITEM NO. **105**

PAGE **1 of 1**

EFF. DATE **07/01/02**

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME RECONSTRUCTION YEAR	ITEM NO. 106 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	See Item 27A		N/A
INQUIRY SCREENS	(8) Construction / Reconstruction History		(7) Construction/Reconstruction

DESCRIPTION AND PURPOSE OF ITEM

This item records the latest year of construction for the structure.

Item 106 is extracted from Item 27A (Construction Year) and reported to FHWA as the latest year of reconstruction. It appears on the data base as the last year of construction in Item 27A when Item 27 - Original/Maintenance/Reconstruction Indicator has been coded "R" for Reconstruction.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER

This item is computer generated from data items 27 and 27A to satisfy FHWA requirements.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME DECK STRUCTURE TYPE	ITEM NO. 107 PAGE 1 of 1 EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Program Development	N/A	
STRUCTURES	All	N/A	
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 2	N/A	
INQUIRY SCREENS	(2) Inventory Data 2	(1) Inventory Data 2 of 3	

DESCRIPTION AND PURPOSE OF ITEM

This item records the type of deck system on the structure.

If more than one type of system exists on the structure, identify the most predominant.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code for each structure.

<u>Code</u>	<u>Description</u>
A	Cast-in-place Concrete normally formed
B	Cast-in-place Concrete PPC Deck Plank Formed
C	Cast-in-place Concrete Steel Stay in place Forms
D	Precast Reinforced Concrete Deck Beams
E	Precast Prestressed Concrete Deck Beams
F	Precast Concrete transverse Deck Panels
G	Open Steel Grating
H	Concrete Filled Steel Grating
I	Steel plate (includes orthotropic)
J	Corrugated Steel Form and Asphalt
K	Aluminum
L	Timber
M	Other
N	Not Applicable

Note: Enter code "N" for a filled culvert or arch with the approach roadway section carried across the structure.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME DECK STRUCTURE THICKNESS	ITEM NO. 107A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(2) General Inventory 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates, in inches, the thickness of the predominant deck type (Item 107) on the structure.

Item 107A reports the structural portion of the deck thickness as originally built and does not include built up wearing surface thickness. Deck Structure Thickness is most easily obtained from construction plans but should also be measurable in the field.

Measurements for Item 107A (Deck Structure Thickness) and Item 108D (Total Deck Thickness) must be obtained from the same location on the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit code, right justified, to one decimal position.

Enter the thickness in inches to the nearest one-tenth (.1) inch.

Zero-fill leading spaces and the decimal position, when appropriate.

Leave blank when Item 107, Deck Structure Type is coded "N".

EXAMPLES:

<u>Deck Type</u>	<u>Deck Thickness</u>	<u>Entry</u>
Cast-in-Place Slab	7"	07.0
Cast-in-Place Slab	12.25"	12.3
27" x 36' PPC Deck Beam	27"	27.0
18" x 3'9" Precast Channel Beams with 5" Slab & 2" Overlay	5"	05.0
Timber Plank (3.5" x 10")		
with 2.5" Thick Runners 3.5" 03.5		

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **WEARING SURFACE / PROTECTIVE SYSTEM**

ITEM NO.	108
PAGE	1 of 1
EFF. DATE	07/01/02

This item provides information concerning the wearing surface and protective system of the bridge deck.

Item 108 is composed of the three segments (Item 108A, Item 108B and Item 108C), each 1 digit in length, which are described and reported separately. Code Item 108 as follows:

<u>Segment</u>	<u>Description</u>	<u>Length</u>
108A	Type of Wearing Surface	1 digit
108B	Type of Membrane	1 digit
108C	Deck Protection	1 digit

History is retained based on each new Inspection Date (Item 90) entered.

CODE AND SCREEN ENTRY INSTRUCTIONS

This item is computer generated from the three segments to satisfy FHWA requirements.

The values entered for Items 108A, 108B and 108C comprise the 3-digit Item 108 code.

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TYPE OF WEARING SURFACE	ITEM NO. 108A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(12) Inspection / Appraisal		(2) Inspection
INQUIRY SCREENS	(4) Inspection / Appraisal		(2) Inspection

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the predominant type of wearing surface on the structure visible on the top of the deck.

History is retained for each Inspection Date (Item 90) entered.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

This is the first of a three-digit field on the update screens for Item 108 - Wearing Surface/Protective System.

Enter the appropriate code as follows:

<u>Code</u>	<u>Description</u>
A	Bare Deck - No Overlay
B	Additional Concrete Overlay - not a special mix
C	Latex Modified Concrete Overlay
D	Low Slump Concrete Overlay
E	Plasticized Dense Concrete Overlay
F	Micro Silica Concrete Overlay
G	Bituminous Overlay
H	Asbestos Asphalt Overlay
I	Asphalt Block
J	Timber or Timber Runners
K	Gravel - Macadam
L	Other
M	Epoxy Overlay
P	Grating
N	Not Applicable (applies only to structures with no deck)

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME TYPE OF MEMBRANE	ITEM NO. 108B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(12) Inspection / Appraisal		(2) Inspection
INQUIRY SCREENS	(4) Inspection / Appraisal		(2) Inspection

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of membrane utilized in the deck protective system between the wearing surface and the deck structure.

History is retained for each Inspection Date (Item 90) entered.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

This is the second of a three-digit field on the update screens for Item 108-Wearing Surface/Protective System.

Enter the appropriate code as follows:

<u>Code</u>	<u>Description</u>
A	Waterproofing Membrane System
B	Other Preformed Fabric System
C	Epoxy
D	Unknown
E	Other
F	None
H	Asbestos Waterproofing Membrane System
N	Not applicable (applies only to structures with no deck)

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME DECK PROTECTION	ITEM NO. 108C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisal	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisal	(2) Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of deck protection utilized within the deck structure.

History is retained for each Inspection Date (Item 90) entered.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

This is the third of a three-digit field on the update screens for Item 108 - Wearing Surface/Protective System.

Enter the appropriate code as follows:

<u>Code</u>	<u>Description</u>
A	Epoxy Coated Reinforcing
B	Galvanized Reinforcing
C	Other Coated Reinforcing
D	Cathodic Protection
F	Polymer Impregnated Concrete
G	Internally Sealed Concrete
H	Unknown
I	Other
J	None
N	Not Applicable (applies only to structures with no deck)

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME TOTAL DECK THICKNESS	ITEM NO. 108D PAGE 1 of 2 EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisal	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisal	(2) Inspection	

DESCRIPTION AND PURPOSE OF ITEM

This item describes the total thickness of the structure's deck and includes the structural deck and the wearing surface above the top of deck support.

The total deck thickness can be determined by comparing the vertical positions of the top and bottom of the deck relative to a common reference point.

This measurement must be taken at the same location on the deck as the measurement for Item 107A – Deck Structure Thickness is taken. General guidelines for measurement location on various structure types are as follows:

Concrete Slab Bridge - Measure along the edge of the deck or, when a curb is present, along the curbline. When the slab is haunched, its thickness should be taken at the midpoint of the longest span.

Deck Supported by Stringers or Girders - Measure inside the flange of the fascia beam or, when a curb exists and is inside the fascia beam, along the curbline.

If the value of this item has increased since the last inspection and the structure has not been rated for load carrying capacity since that inspection, it should be re-evaluated.

History is retained for each INSPECTION DATE (Item 90) entered.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field to one decimal position.

Enter the measurement of the total thickness of the deck to the nearest one-tenth (.1) inch.

This item is optional for culverts.

Fill the leading space(s) with zero(s) when applicable.

(Continued on Next Page)

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	TOTAL DECK THICKNESS	ITEM NO.	108D
		PAGE	2 of 2
		EFF. DATE	07/01/02

EXAMPLES:

<u>Deck Type</u>	<u>Deck Thickness</u>	<u>Entry</u>
7" Concrete Slab w/No Overlay	7"	07.0
6" Concrete Slab w/2.25" Overlay	8.25"	08.3
27" x 36" PPC Deck Beam w/3.5" Overlay	30.5"	30.5
18" x 3'9" Precast Channel Beams w/5" Slab & 2" Overlay	7"	07.0
Timber Plank (3.5" x 10") w/2.5" Thick Runners	6"	06.0

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME DESIGNATED TRUCK ROUTE	ITEM NO. 110 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under 1/		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item identifies a system of highways approved for travel of tractor/semitrailer loads of 80,000 pounds and specified wheelbases. This information is used by the trucking industry to safely move vehicles with legal size loads.

CODE AND SCREEN ENTRY INSTRUCTIONS

1/ This item can only be updated through ISIS for those Key Routes that are NOT LINKED to the IRIS file. See ISIS Item 12 for more information on linkage. For those Key Routes that are linked, the item value is automatically extracted from the IRIS file and all updates must be made via that file. (See IRIS Item 77 for screen entry location).

A one-digit code.

Enter the appropriate code.

Code Description

0 Not on a designated truck route - not a parkway.

1 Class I - approved for all load widths of 8 foot 6 inches or less.

2 Class II - approved for all load widths of 8 foot
6 inches or less and a wheel base
no greater than 55 feet.

3 Class III - approved for all load widths of 8 foot 0 inches or less and
a wheel base
no greater than 55 feet.

4 Parkway - an arterial highway for non-commercial traffic, with full or
partial access control and usually located within a park or a ribbon of park-line
developments.

(Currently ONLY a portion of Lake Shore Drive in Cook County is a
designated Parkway).

Note: Codes 0, 2, 3, and 4 are all reported to FHWA as code "0" (zero) in the yearly submittal of

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME PIER NAVIGATION PROTECTION	ITEM NO. 111 PAGE 1 of 1 EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(12) Inspection / Appraisal	(2) Inspection	
INQUIRY SCREENS	(4) Inspection / Appraisal	(2) Inspection 1 of 2	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the presence and adequacy of pier and/or abutment barge or boat traffic protection features such as fenders, protection cells, etc.

The condition of the bridge protection devices may be a factor in the overall evaluation of Item 60 - Substructure.

History is retained on this item per each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter a value according to the following table:

<u>Code</u>	<u>Description</u>
1	Navigation protection not required
2	In place and functioning
3	In place but in a deteriorated condition
4	In place but reevaluation of design suggested
5	None present but reevaluation suggested
N	Not Applicable

Note: If Item 38 - Navigation Control has been coded "0" (zero) or "N", code Item 111 – Pier Navigation Protection as "N" to indicate "Not Applicable."

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME AASHTO BRIDGE LENGTH	ITEM NO. 112 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(1) Add New Structure (2) General Inventory 1		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item reports the measurement that determines whether or not the structure meets the minimum length criteria to be designated as a bridge for NBIS purposes.

The following definition of a bridge is used by the American Association of State Highway and Transportation Officials (AASHTO) and is given in the NBIS:

A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings * of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening. Refer to Appendix C, Figure 3.1.

* NOTE: The undercoping of an abutment is the point where the bridge bearing seat intersects the front face (usually nearly vertical) of the abutment. Where there is a distinct abutment pile cap, it is the point of intersection on the abutment wall or piling with the cap.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit numeric field, to one decimal position.

Enter the appropriate length for all bridges in feet and tenths.

For spans of 100 feet or more, enter 99.9.

If the opening is measured to any fraction between 20 feet and 20 feet, one inch, enter 20.1.

<u>Measurement</u>	<u>Enter</u>
52' 3"	52.3
121' 5"	99.9
20' 1/2"	20.1

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME SCOUR CRITICAL EVALUATION	ITEM NO. 113 PAGE 1 of 3 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(15) Scour Critical Analysis	(5) Scour Critical	
INQUIRY SCREENS	(17) Scour Critical Analysis	(6) Scour Critical	

DESCRIPTION AND PURPOSE OF ITEM

The purpose of this item is to identify the current status of the bridge regarding its vulnerability to scour.

A scour critical bridge is one with abutment or pier foundations which are rated as unstable due to (1) observed scour at the bridge site, or (2) a scour potential as determined from a scour evaluation study. Details on conducting a scour evaluation are included in the FHWA Technical Advisory - T5140.20, "Scour at Bridges", and Hydraulic Engineering Circular #18 (HEC 18).

For foundations on rock where scour cannot be calculated, use the coding most descriptive of site conditions.

The evaluation of this item is unrelated to the rating for Item 60 (Substructure Condition) unless it is based on actual scour that is presently affecting the structure.

History is retained for this item based on each Analysis Date - Item 113A.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Enter the appropriate code for all structures.

<u>Code</u>	<u>Description</u>
Blank	Bridge not over waterway.
9	Bridge foundations (including piles) well above flood water elevations.
8	Bridge foundations evaluated as stable for scour. The following cases apply: <ul style="list-style-type: none"> ▪ Calculated scour is above top of footing (Example A). ▪ Pile bent substructures with adequate soil support remaining after calculated scour has occurred.

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ITEM NAME **SCOUR CRITICAL EVALUATION**

ITEM NO.	113
PAGE	2 of 3
EFF. DATE	07/01/02

CODE AND SCREEN ENTRY INSTRUCTIONS

<u>Code</u>	<u>Description</u>
7	Countermeasures have been installed to correct a previously existing problem with scour. Bridge is not scour critical. Special monitoring may be required to insure the adequacy of the installed countermeasures. Item 93B5 should be coded accordingly. If no special monitoring is required, Item 93B5 need not be coded.
6	Scour calculation/evaluation has not been made. (Code 6 is <u>used only to describe cases where a structure has not yet been evaluated for scour potential</u>).
5	Bridge foundation determined by the evaluation team to be stable for scour conditions; scour within limits of footing or piles (Example B). Monitoring may be established at the direction of the scour evaluation team. When special monitoring is required, Item 93B5 is to be coded to include Underwater Category 6 and Item 92B is to be coded with the interval between 1 and 60 months, as determined by the evaluation team.
4	Bridge foundations determined by the evaluation team to be stable for scour conditions, field review indicates action is required to protect exposed foundations from effects of additional erosion and corrosion. Monitoring is required once every 2 years. For state-maintained structures, Item 93B5 is to be coded to include Underwater Category 6 (Example C) and Item 92B is to be coded 24.
3	<p>Bridge is scour critical. Bridge foundations determined by the scour evaluation team to be unstable for scour conditions.</p> <ul style="list-style-type: none"> ▪ Estimated scour within limits of footing or piles. (Example B) ▪ Estimated scour below spread-footing base or pile tips. (Example C) <p>Monitoring is required on a yearly basis and following significant storms. Item 93B5 is to be coded to include Underwater Category 6.</p>
2	Bridge is scour critical. Field review indicates that extensive scour has occurred at bridge foundations. Immediate action is required to provide scour countermeasures.
1	Bridge is scour critical. Field review indicates that failure of piers/abutments is imminent. Bridge is closed to traffic.
0	Bridge is scour critical. Bridge has failed and is closed to traffic.

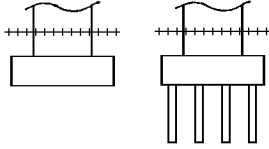
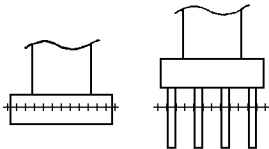
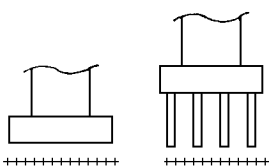
ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **SCOUR CRITICAL EVALUATION**

ITEM NO.	113
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CODE AND SCREEN ENTRY INSTRUCTIONS (continued)

<u>Examples:</u>	<u>Calculated Scour Depth</u>	<u>Action Needed</u>
A. Above top of footing		None-indicate rating of 8 for this item
B. Within limits of footing or piles		Conduct foundation structural analysis
C. Below pile tips or spread footing base		Provide for monitoring and scour countermeasures as necessary

+++++ = Calculated Scour Depth

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME SCOUR CRITICAL ANALYSIS DATE	ITEM NO. 113A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(15) Scour Critical Analysis		(5) Scour Critical
INQUIRY SCREENS	(17) Scour Critical Analysis		(6) Scour Critical

DESCRIPTION AND PURPOSE OF ITEM

This item records the date the Scour Critical Rating for the structure was performed.

History is retained by this date for each of the items on the Scour Critical Update screen.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit-code, two each for month, day, and year (MMDDYY format).

Enter the date in the appropriate spaces, filling leading spaces with zeros as appropriate.

EXAMPLES:

<u>Date</u>	<u>Enter</u>
June 7, 1989	06 07 89
October 11, 1988	10 11 88

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME SCOUR CRITICAL EVALUATION METHOD	ITEM NO. 113B PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads	District Maintenance/Operations	
STRUCTURES	Local	State	
UPDATE SCREENS	(15) Scour Critical Analysis	(5) Scour Critical	
INQUIRY SCREENS	(17) Scour Critical Analysis	(6) Scour Critical	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the evaluation method used in making the scour critical analysis of the structure.

History is retained for this item based on each Analysis Date - Item 113A

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code as listed below:

<u>Code</u>	<u>Method</u>
A	Determined by calculation
B	Determined by rational analysis
C	Unknown foundation
D	Evaluation in process

HISTORY KEPT YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME SCOUR CRITICAL ANALYSIS BY (NAME)	ITEM NO. 113C PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Local Roads		District Maintenance/Operations
STRUCTURES	Local		State
UPDATE SCREENS	(15) Scour Critical Analysis		(5) Scour Critical
INQUIRY SCREENS	(17) Scour Critical Analysis		(6) Scour Critical

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the individual who had principal responsibility for the subject analysis.

History is retained for this item based on each Analysis Date - Item 113A.

CODE AND SCREEN ENTRY INSTRUCTIONS

Up to 20 alphanumeric characters, left justified, are allowed in this field.

Only one name should be recorded, using the last name and the first and middle names or initials, as applicable.

When analyses are performed by other than a local, state or federal government agency, the name of that organization should be indicated in this field as space permits. The initials of other individuals present for the inspection may be recorded as space allows.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME FUTURE ANNUAL AVERAGE DAILY TRAFFIC	ITEM NO. 114 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Route On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item provides the forecasted (projected) Annual Average Daily Traffic (AADT) for the identified inventory route.

This information shall be projected at least 17 years but no more than 22 years from the most current year as recorded in Routine Inspection Date (Item 90). The intent is to provide a basis for a 20-year forecast. This item may be updated anytime, but must be updated when the forecast falls below the 17-year limit.

If planning data is not available, use the best estimate based on site familiarity.

Future AADT must be compatible with current AADT (Item 29) since Future AADT is a forecast of the current AADT as recorded in Item 29 for each inventory route ON or UNDER the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, right justified.

Enter the future AADT filling leading spaces with zeros.

EXAMPLES:

<u>Future AADT</u>	<u>Enter</u>
540	000540
15,600	015600
240,000	240000

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME FUTURE ANNUAL AVERAGE DAILY TRAFFIC YEAR	ITEM NO. 115 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	District Program Development		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	(9/10) Key Route On / Under		N/A
INQUIRY SCREENS	(15/16) Key Route On / Under		(13/14) Key Rte On / Under

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the year represented by the Future AADT in Item 114.

The projected year of Future AADT shall be at least 17 years but no more than 22 years from the year recorded in the Routine Inspection Date (Item 90).

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field.

Code the year of the Future AADT

EXAMPLE:

	<u>Code</u>
Year of Future ADT is 2017	2017

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	ITEM NAME LIFT BRIDGE MINIMUM NAVIGATION VERTICAL CLEARANCE		ITEM NO. 116
			PAGE 1 of 1
			EFF. DATE 07/01/02
	ISIS		MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	None		N/A
INQUIRY SCREENS	None		None

DESCRIPTION AND PURPOSE OF ITEM

This item provides the minimum vertical clearance imposed at the site as measured above a datum that is specified on a navigation permit issued by a control agency.

This clearance is only for a vertical lift bridge in the dropped or closed position and reported to the last full foot.

The vertical clearance in the open or raised position is recorded in Item 39.

CODE AND SCREEN ENTRY INSTRUCTIONS

NOT ENTER

This item is computer generated (in part from Item 39) to satisfy FHWA requirements.

ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **NOT USED; RESERVED FOR FHWA & IDOT**

ITEM NO. **117-120**

PAGE **1 of 1**

EFF. DATE **07/01/02**

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME MICROFILM DATE & TIME	ITEM NO. 121	
		PAGE 1 of 1	
		EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	Computer Generated	N/A	
STRUCTURES	All	N/A	
UPDATE SCREENS	None	N/A	
INQUIRY SCREENS	None	None	

DESCRIPTION AND PURPOSE OF ITEM

This item logs the date and time that a microfilm record was added to the database.

The item is used internally by the system to define a record as unique.

The system can accept an unlimited number of records for each structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

Do not enter.

Item is computer generated and stored for system usage.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL				
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME MICROFILM NUMBER				ITEM NO. 122 PAGE 1 of 1 EFF. DATE 07/01/02
	ISIS				MMIS
RESPONSIBLE FOR UPDATE	Dist Program Development	District Local roads	Central Local roads	Central Bur of Bridges	District Maintenance/Operations
STRUCTURES	All	Local	Local	State	State
UPDATE SCREENS	(7) Microfilm	(7) Microfilm	(5) Microfilm	(10) Microfilm	(8) Microfilm
INQUIRY SCREENS	(13) Microfilm				(11) Microfilm

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the number that identifies a microfilmed set of bridge documents.

CODE AND SCREEN ENTRY INSTRUCTIONS

A nine-digit field, left justified.

Enter the number beginning at the first available space using letters, numbers, symbols and punctuation, as necessary.

Leave trailing spaces blank.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL			
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MICROFILM DONE BY (BUREAU)			ITEM NO. 123 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS			MMIS
RESPONSIBLE FOR UPDATE	District Program Dev.	District Local roads	Central Local roads	Central Bur of Bridges	District Maintenance/Operations
STRUCTURES	All	Local	Local	State	State
UPDATE SCREENS	(7) Microfilm	(7) Microfilm	(5) Microfilm	(10) Microfilm	(8) Microfilm
INQUIRY SCREENS	(13) Microfilm				(11) Microfilm

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the IDOT Bureau that ordered the microfilming.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-position field.

In the first position, enter the code for either Central Office or the District number:

<u>Code</u>	<u>Agency</u>
0	Central Office
1-9	Districts

In the second position, enter the code for the Bureau:

<u>Code</u>	<u>Bureau</u>
B	Bridges
C	Construction
D	Design
L	Local Roads
M	Maintenance
P	Planning

EXAMPLE:

<u>Agency</u>	<u>Enter</u>
District One Planning	1P
Central Bureau of Bridges	0B

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL			
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MICROFILM TYPE			ITEM NO. 124 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS			MMIS
RESPONSIBLE FOR UPDATE	District Program Dev	District Local roads	Central Local roads	Central Bur of Bridges	District Maintenance/Operations
STRUCTURES	All	Local	Local	State	State
UPDATE SCREENS	(7) Microfilm	(7) Microfilm	(5) Microfilm	(10) Microfilm	(8) Microfilm
INQUIRY SCREENS	(13) Microfilm				(11) Microfilm

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of documents that were microfilmed.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code from the following list:

<u>Code</u>	<u>Type of Plans</u>
0	Other
1	As-Built Plans
2	Design Plans
3	Fabrication Plans
4	Correspondence
5	Computations (Original)
6	Computations Rehabilitation
7	Shop Plans

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL			
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MICROFILM REMARKS			ITEM NO. 125 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS			MMIS
RESPONSIBLE FOR UPDATE	District Program Dev	District Local Roads	Central Local roads	Central Bur of Bridges	District Maintenance/Operations
STRUCTURES	All	Local	Local	State	State
UPDATE SCREENS	(7) Microfilm	(7) Microfilm	(5) Microfilm	(10) Microfilm	(8) Microfilm
INQUIRY SCREENS	(13) Microfilm				(11) Microfilm

DESCRIPTION AND PURPOSE OF ITEM

This item allows for special notes or remarks for the microfilmed set of plans.

CODE AND SCREEN ENTRY INSTRUCTIONS

Two 35-digit fields, left justified.

Enter the remarks beginning with the first line and first space available, using any combination of letters, numbers, symbols or punctuation. Remarks over 35 digits in length can be continued on the second line.

Abbreviations may be used as long as they are not ambiguous. Punctuation may also be omitted where the context is not altered.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL				
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME MICROFILM BEGINNING FRAME NUMBER				ITEM NO. 126 PAGE 1 of 1 EFF. DATE 07/01/02
	ISIS				MMIS
RESPONSIBLE FOR UPDATE	District Program Dev	District Local Roads	Central Local Roads	Central Bur of Bridges	District Maintenance/Operations
STRUCTURES	All	Local	Local	State	State
UPDATE SCREENS	(7) Microfilm	(7) Microfilm	(5) Microfilm	(10) Microfilm	(8) Microfilm
INQUIRY SCREENS	(13) Microfilm				(11) Microfilm

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the first frame number which contains information about the microfilmed bridge.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, right justified. Fill leading spaces with zeros.

Enter beginning frame number.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL			
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MICROFILM ENDING FRAME NUMBER			ITEM NO. 127 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS			MMIS
RESPONSIBLE FOR UPDATE	District Planning	District Local Rd	Central Local Rd	Central Bur Bridge	District Maintenance/Operations
STRUCTURES	All	Local	Local	State	State
UPDATE SCREENS	(7) Microfilm	(7) Microfilm	(5) Microfilm	(10) Microfilm	(8) Microfilm
INQUIRY SCREENS	(13) Microfilm				(11) Microfilm

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the last frame number that contains information about the microfilmed bridge.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, right justified. Fill leading spaces with zeros.

Enter ending frame number.

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ITEM NAME **NOT USED; RESERVED FOR IDOT**

ITEM NO.	128-129
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HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME SUFFICIENCY RATING	ITEM NO. 130 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	Computer Generated		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

The sufficiency rating is a numeric value that is a result of a method used to evaluate data by calculating four different factors: (1) Structural Adequacy and Safety; (2) Serviceability and Functional Obsolescence; (3) Essentiality for Public Use; and (4) Special Reductions (based on certain limiting features).

This value is a percentage which is indicative of the bridge's sufficiency to remain in service. It is expressed as a percentage in which 100 percent represents an entirely sufficient bridge and zero percent represents an entirely insufficient or deficient bridge.

NOTE: Only those structures carrying a highway receive a sufficiency rating.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER

This item is computer generated and is recalculated nightly through a formula that evaluates nineteen of the Inventory, Inspection and Appraisal Items.

See the next page for a summary of the Sufficiency Rating factors.

(Continued on the Next Page)

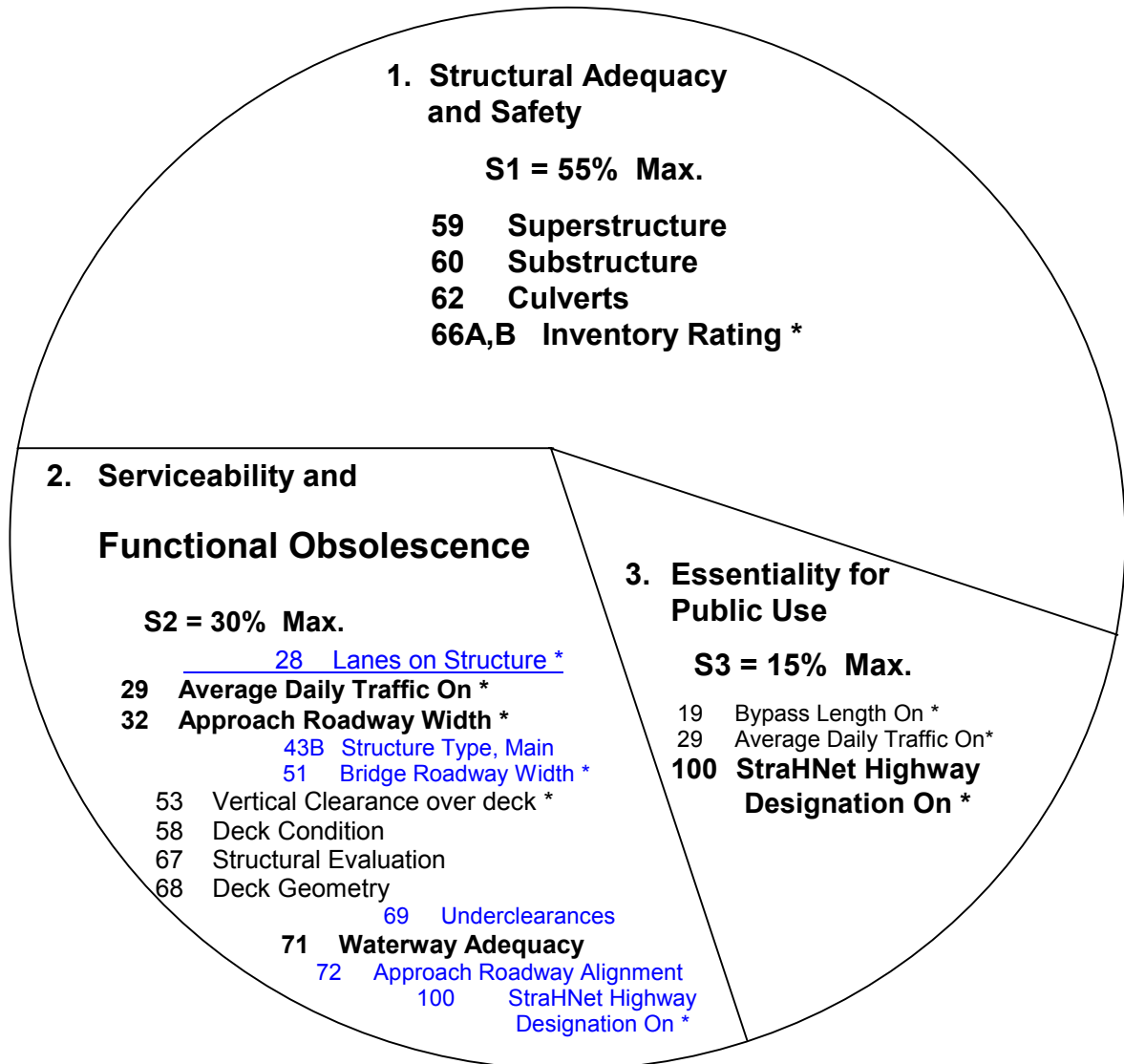
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ITEM NAME **SUFFICIENCY RATING**

ITEM NO.	130
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Summary of Sufficiency Rating Factors



4. Special Reductions

S4 = 13% Max.

19 Bypass Length On *
 36 Traffic Safety Features *
 43B Structure Type, Main

Sufficiency Rating = S1 + S2 + S3 - S4

Sufficiency Rating shall not be less than 0% nor greater than 100%

* Note: If the value is not recorded for any of these items, the Sufficiency Rating number will preceded by an asterisk (*).

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		ITEM NAME HBRRP ELIGIBILITY	ITEM NO. 131 PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	Computer Generated		N/A
INQUIRY SCREENS	(1) Inventory Data 1		(1) Inventory Data 1 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates whether or not a structure is eligible to be rehabilitated or replaced utilizing moneys allocated from Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP) funds. See the Eligibility Table on the next page for qualifying criteria.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER

This value is computer generated and is re-calculated daily.

Inquiry screens and certain reports will show HBRRP Eligibility as "YES" or "NO".

Examples:

HBRRP ELIG: Yes
 HBRRP ELIG: No

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ITEM NAME **HBRRP ELIGIBILITY**

ITEM NO.	131
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ELIGIBILITY TABLE

Classification of Bridge Deficiency

Structurally Deficient

1. A condition rating of 4 or less for
Item 58 - Deck; or
Item 59 - Superstructure; or
Item 60 - Substructure; or
Item 62 - Culvert
- or 2. An appraisal rating of 2 or less for
Item 67 – Structural Evaluation; or
Item 71 - Waterway Adequacy

Functionally Obsolete

1. An appraisal rating of 3 or less for
Item 68 - Deck Geometry; or
Item 69 - Underclearance; or
Item 72 - Approach Roadway Alignment
- or 2. An appraisal rating of 3 for
Item 67 - Structural Evaluation; or
Item 71 - Waterway Adequacy

Any structure meeting one or more of the above deficiencies and having a Sufficiency Rating of 80.0 or less is eligible for HBRRP funding.

Structures having a Sufficiency Rating of 50.0 to 80.0 are only eligible for rehabilitation, whereas those having a rating of less than 50.0 are eligible for either replacement or rehabilitation.

Those bridges which may be classified as deficient or obsolete but having a sufficiency rating greater than 80.0 are not eligible for funding.

NOTE: A structure will not qualify for HBRRP eligibility if it has been originally built or reconstructed in the previous ten years using HBRRP funds.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME LAST UPDATE DATE	ITEM NO. 132 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Computer Generated		N/A
STRUCTURES	All		N/A
UPDATE SCREENS	Computer Generated		N/A
INQUIRY SCREENS	(2) Inventory Data 2		(1) Inventory Data 2 of 3

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the last date any structure data item was updated on the Illinois Structure Information System (ISIS). The date changes at the same time the change to a data item is made.

Data item changes made through the MMI System are transferred nightly to the ISI System; however, they will not affect this data item.

Only changes made through ISIS or extracted from IRIS will effect a change in this item.

CODE AND SCREEN ENTRY INSTRUCTIONS

DO NOT ENTER

This item is computer generated.

Inquiry screens and certain reports indicate this item in terms of month-day-year (MM-DD-YYYY).

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ITEM NAME **NOT USED; RESERVED FOR IDOT**

ITEM NO. **133-199**

PAGE **1 of 1**

EFF. DATE **07/01/02**

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME RESERVED FOR BUREAU OF TRAFFIC-PERMITS SECTION	
		ITEM NO. 200-210 PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Bureau of Operations	N/A	
STRUCTURES	State	N/A	
UPDATE SCREENS	Screens Do Not Exist	N/A	
INQUIRY SCREENS	(12) Permit Analysis By Structure 1/	None	

DESCRIPTION AND PURPOSE OF ITEM

The following list of data items had been proposed by the former Bureau of Traffic (now part of the Bureau of Operations) as additions to the structure data base. The plan had been to use the ISIS database for the update and information retention capabilities the system could provide.

As of January, 2002, these data items have not been used and most update and inquiry screens have not been developed.

<u>Item No.</u>	<u>Item Name</u>	<u>Inquiry Screen</u> ^{1/}
200	Permit Analysis Number	12-Permit Analysis
201	Permit Analysis Date	12-Permit Analysis
202	Permit Route Section Number	12-Permit Analysis ^{2/ 3/}
203	Permit Vehicle Configuration	12-Permit Analysis
204	Permit Gross Weight	12-Permit Analysis
205	Permit Number of Axles	12-Permit Analysis
206	Permit Restriction	12-Permit Analysis
207	'Reserved'	12-Permit Analysis
208	Permit Weight Per Axle	12-Permit Analysis
209	Permit Axle Spacing	12-Permit Analysis
210	Permit Route Description	12-Permit Analysis
211-299	'Reserved'	-

^{1/} Inquiry Screen number #(12) appears on ISIS but can not be accessed - screen does not appear on MMIS inquiry screens.

^{2/} Item currently available for update by District Planning on (3)-General Inventory & (1)-Add New Structure but data should not be entered.

^{3/} Item currently available for inquiry on ISIS screen (3)-General Inventory and on MMIS screen (1)-Inventory page 3 of 3, but item value will be blank.

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ITEM NAME **NOT USED; RESERVED FOR IDOT**

ITEM NO.	211-299
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HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME RESERVED FOR BUREAU OF BRIDGES	ITEM NO. 300-499 PAGE 1 of 5 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	Center Bureau Of Bridges and Structures	N/A	
STRUCTURES	State	N/A	
UPDATE SCREENS	(1) Thru (9) Bureau Of Bridges	N/A	
INQUIRY SCREENS	Listed Below	Listed Below	

DESCRIPTION AND PURPOSE OF ITEM

The following list describes data items that are reserved for and the responsibility of the Central Bureau of Bridges and Structures. Many of these data items are currently contained within the computer system; however, various items are presently being redefined and will be undergoing changes in the future. Exercise caution when inquiring these data items. Help screens are accessible but also may not contain proper descriptions.

		<u>Inquiry Screens</u>	
<u>Item Number</u>	<u>Item</u>	<u>ISIS</u>	<u>MMIS</u>
300	Design Stress Precast Reinforcement Yield	(18) Br Design Data	(15) Design 1
301	Design Stress PPC Reinforcement Yield		
302	Design Specifications		
303	Allowance for Future Wearing Surface		
304	Deck Design Method		
305	Design Method (Superstructure)		
306	Design Method (Substructure)		
307	Design Stress Concrete Compressive		
308	Design Stress Concrete Allowable		
309	Design Stress Reinforcement Yield		
310	Design Stress Reinforcement Allowable		
311	Design Stress Structural Steel Yield		
312	Design Stress Structural Steel Allowable		
313	Design Stress Precast Concrete Compressive		
314	Design Stress Precast Concrete Allowable		
315	Design Stress Precast Reinforcement Allowable		
316	Design Stress PPC Compressive		
317	Design Stress PPC Compressive Initial		
318	Design Stress Prestress Steel Ultimate		
319	Design Stress Prestressing Steel Initial		
320	Prestress Steel Diameter		
(Continued of Next Page)		↓	↓

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ITEM NAME	RESERVED FOR BUREAU OF BRIDGES	ITEM NO.	300-499
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Inquiry Screens

Item Number	Item	ISIS	MMIS
321	DOT Designer's Name	(18)Br Design Data	(15)Design 1
322	Consultant's Name		
323	Final Plans Review Date		
324	Letting Date		
325	Award Date		
326	Total Deck Area		
327	Superstructure Cost		
328	Substructure Cost		
328A	Superstructure-Substructure Cost		
329	Flood Design Opening (existing)	(22)Waterway Info	(18)Waterway
330	Reserved		
331	Incidental Cost	(18)Br Design Data	(15)Design
332	Total Award Cost	(18)Br Design Data	(15)Design
333-338	Reserved		
339	Deck Rebar Protection	(19)Bridge Record	(16)Br Rec
340	Horizontal Curve		
341	Curb Width		
342	Curb Height		
343	Flood Overtopping Frequency	(22)Waterway Info	(18)Waterwy Info
344	Flood Maximum Calculable Frequency		
345	Curb Type	(19)Bridge Record	(16)Br Rec
346	Flood Maximum or Overtopping Frequency	(23)Water Overflow	(19)Overflow
347	Bridge Rail Type	(19)Bridge Record	(16)Br Rec
348	Allowable Stress Range	(21)Bridge Fatigue	(17)Br Fat
349	Member Type		
350	Member Location Description		
351	Member Load Path		
352	Stress Cycles Code		
353	Stress Category Designation		
354	Load Type Code		
355	Member Calculated Stress Range		
356	Deck Form Type		
357	Expansion Joint Type		
358	Bearing Type		
359	Reserved		
360	Waterway Low Grade Elevation	(22)Waterway Info	(18)Waterwy Info
361	Roadway Station 1	(23)Water Overflow	(19)Overflow
362	Roadway Station 2		
363	Waterway Drainage Area		
364-367	Reserved		
368	Existing Flood Design Head	(22)Waterway Info	(18)Waterwy Info
369	Proposed Flood Design Head	(23)Water Overflow	(19)Overflow

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ITEM NAME **RESERVED FOR BUREAU OF BRIDGES**

ITEM NO.	300-499
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Inquiry Screens

<u>Item Number</u>	<u>Item</u>	<u>ISIS</u>	<u>MMIS</u>
370	Existing Design Headwater Elevation	(22)Waterway Info	(18)Waterwy Info
371	Proposed Design Headwater Elevation	↓	↓
372	Reserved		
373	Existing Flood Base Opening	(22)Waterway Info	(18)Waterwy Info
374	Proposed Flood Base Opening	↓	↓
375	Reserved		
376	Existing Flood Base Head	(22)Waterway Info	(18)Waterwy Info
377	Proposed Flood Base Head	↓	↓
378	Existing Flood Base Headwater Elevation		
379	Proposed Flood Base Headwater Elevation		
380	Flood Overtopping Q		
381	Existing Flood Overtopping Opening		
382	Proposed Flood Overtopping Opening		
383	Flood Overtopping Nat H W E		
384	Existing Flood Overtopping Head		
385	Proposed Flood Overtopping Head		
386	Existing Flood Overtopping Headwater Elevation		
387	Proposed Flood Overtopping Headwater Elevation		
388	Flood Maximum Calculated Q		
389	Existing Flood Maximum Calculated Opening		
390	Proposed Flood Maximum Calculated Opening		
391	Flood Maximum Calculated Nat H W E		
392	Existing Flood Maximum Calculated Head		
393	Proposed Flood Maximum Calculated Head		
394	Existing Flood Maximum Calculated Headwater Elevation		
395	Proposed Flood Maximum Calculated Headwater Elevation		
396	Flood Design Main Channel Q	(23)Waterway Overflow	(19)Overflow
397	Flood Design Main Channel Opening Ex	↓	↓
398	Proposed Flood Design Main Channel Opening		
399	Flood Design Overflow Q		
400	Existing Flood Design Overflow Opening		
401	Proposed Flood Design Overflow Opening		
402	Proposed Flood Design Overflow Headwater	↓	↓

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Inquiry Screens

<u>Item Number</u>	<u>Item</u>	<u>ISIS</u>	<u>MMIS</u>
403	Existing Flood Design Headwater Elevation	(23)Waterway Overflow	(19)Overflow
404	Proposed Flood Design Headwater Elevation	↓	↓
405	Deck Type	(19)Bridge Record	(16)Br Rec
406	Deck Thickness	↓	↓
407	Reserved		
408	Flood Base Main Channel Q	(23)Waterway Overflow	(19)Overflow
409	Flood Base Main Channel Opening Existing	↓	↓
410	Proposed Flood Base Main Channel Opening		
411	Flood Base Overflow Q		
412	Existing Flood Base Overflow Opening		
413	Proposed Flood Base Overflow Opening		
414	Flood-Base-Overflow-Nat-HWE-Ft		
415	Existing Flood Base Head (Overflow)		
416	Proposed Flood Base Head (Overflow)		
417	Existing Flood Base Headwater Elevation (Overflow)		
418	Proposed Flood Base Headwater Elevation (Overflow)		
419-421	Reserved		
422	Flood Max or Overtop Main Chan Q	(23)Waterway Overflow	(19)Overflow
423	Flood Max or Overtop Main Chan Open Exist	↓	↓
424	Prop Flood Max or Overtop Main Chan Open		
425	Flood Max or Overtop Overflow Q		
426	Exist Flood Max or Overtop Overflow Opening		
427	Prop Flood Max or Overtop Overflow Opening		
428	Flood Max or Overtop Natural H W E		
429	Exist Flood Max or Overtop Head		
430	Prop Flood Max or Overtop Head		
431	Exist Flood Max or Overtop Headwater Elev		
432	Prop Flood Max or Overtop Headwater Elev		
433-435	Reserved	↓	↓

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ITEM NAME	RESERVED FOR BUREAU OF BRIDGES	ITEM NO.	300-499
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Inquiry Screens

<u>Item Number</u>	<u>Item</u>	<u>ISIS</u>	<u>MMIS</u>
436	Near Abutment Material	(19)Bridge Record	(19)Br Rec
437	Near Abutment Type		
438	Near Abutment Foundation Type		
439	Far Abutment Material		
440	Far Abutment Type		
441	Far Abutment Foundation Type		
442	Pier Material		
443	Pier Type		
444	Pier Foundation Type		
445-499	Reserved		

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE TEAM SECTION AND SUBSECTION - OVER	ITEM NO. 500&500A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

Item 500 identifies the Team Section in which the bridge is located.
 Item 500A identifies the Team Subsection in which the bridge is located.

A few structures exist which are maintained by two Team Sections, with one Team Section maintaining the upper part of the structure and the other maintaining the lower part. Therefore, the structure is located in two different Team Sections and Subsections. Items 500 and 500A are used to identify the location of the Team Section and Subsection of the upper part of the structure. Items 501 and 501A, Under Team Section and Subsection, should have the Team Section and Subsection entered for the location of the lower part of the structure.

To report any work performed on the structure, an entry has to be made into Maintenance Team Section & Subsection Over.

CODE AND SCREEN ENTRY INSTRUCTIONS

Each item is a three-digit alphanumeric field.

Enter the Team Section and Subsection in the appropriate fields.

EXAMPLES:

Case #1: Structure 090-0001 is located in Team Section 441 and in Subsection 805.

Case #2: Team Section E34 has structure 016-0066 located in Subsection 029 and maintains the superstructure of the bridge. Team Section 031 has structure 016-0066 located in

Subsection A77 and maintains the substructure of this bridge.

Code in MMIS as follows:

<u>Case #:</u>	<u>Structure #:</u>	<u>MMIS Data Field Name:</u>	<u>Enter:</u>	<u>ISIS Item:</u>
1	090-0001	OVER/ONLY TS-SS	441 – 805	500 & 500A
1	090-0001	Under TS-SS	Leave blank	501 & 501A
2	016-0066	OVER/ONLY TS-SS	E34 – 029	500 & 500A
2	016-0066	Under TS-SS	031 – A77	501 & 501A

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE TEAM SECTION AND SUBSECTION - UNDER	
		ITEM NO. 501&501A PAGE 1 of 1 EFF. DATE 07/01/02	
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item records the Team Section and Subsection information for a structure that is maintained by two Team Sections. Specifically, this item is used to identify the Team Section and Subsection in which the lower part of the structure is located.

CODE AND SCREEN ENTRY INSTRUCTIONS

Each item is a three-digit alphanumeric field.

Enter the Team Section and Subsection in the appropriate fields.

Leave blank when a structure is maintained by only one Team Section.

EXAMPLE:

Case #1: Team Section E23 has structure 016-0083 located in Subsection 014 and maintains the superstructure of the bridge. Team Section 022 has structure 016-0083 located in

Subsection 908 and maintains the substructure of this bridge.

Code in MMIS as follows:

<u>Case #:</u>	<u>Structure #:</u>	<u>MMIS Data Field Name:</u>	<u>Enter:</u>	<u>ISIS Item:</u>
1	016-0083	OVER/ONLY TS-SS	E23 – 014	500 & 500A
1	016-0083	Under TS-SS	022 – 908	501 & 501A

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME OVER/ONLY MAINTENANCE BY (LITERAL)	ITEM NO. 502 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the agency (other than IDOT) that has any maintenance responsibility for any portion of the superstructure. This item is to be left blank if the "OVER/ONLY" Maintenance responsibility belongs entirely to IDOT.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 20-digit field, left justified.

Enter the literal description of the responsible agency (other than IDOT) beginning at the first space available, using any combination of letters, numbers, symbols and punctuation as necessary.

Abbreviations can be used as long as they are not ambiguous.

Punctuation can be omitted as long as it does not alter the context.

Leave blank if not applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME UNDER MAINTENANCE BY (LITERAL)	ITEM NO. 503 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the agency (other than IDOT) that has any maintenance responsibility for any portion of the substructure. This item is to be left blank if the "under" Maintenance responsibility belongs entirely to IDOT.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 20-digit field, left justified

Enter the literal description of the responsible agency (other than IDOT) beginning at the first space available, using any combination of letters, numbers, symbols and punctuation as necessary.

Abbreviations can be used as long as they are not ambiguous.

Punctuation can be omitted as long as it does not alter the context.

Leave blank if not applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BEARING COUNT - OPEN JOINT	ITEM NO. 504 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item records the number of bearings under any open joint.

"Open" is defined as open to exposure from rain, salt, and roadway debris. Preformed joint seals or neoprene joints are not present. Up to 3 different types of open joint bearings may be recorded. The numbers entered must coincide with the order of bearing types entered under Item 504A - Bearing Type, Joint.

If more than three types of bearings exist, enter the most numerous types.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

This item can accommodate the count of three types of bearings under "open" joints by making three separate entries of up to three digits.

Enter the number in the appropriate spaces provided, leaving leading spaces blank.

Leave blank if not applicable.

EXAMPLE:

Structure 083-0010 has 12 expansion bearings and 2 fixed bearings under finger joints without troughs.

Ten of the expansion bearings are rollers and two are rockers. The fixed bearings are steel.

Code three lines of entry as follows:

1st line- 2 (for rocker bearings)
 2nd line - 10 (for roller bearings)
 3rd line - 2 (for fixed steel)

NOTE: See order of Bearing Type in Item 504A.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BEARING TYPE - OPEN JOINT	ITEM NO. 504A PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of bearings that exist on the structure under all open joints. An open joint exposes underlying bearings to rain, salt and roadway debris. There is no preformed joint seal or neoprene present.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

This item can accommodate three types of bearings under "open" joints by making three separate entries of up to three digits.

Enter the appropriate code in the space provided.

Leave blank if not applicable.

<u>Code</u>	<u>Bearing Type</u>	<u>Abbreviated Description</u>
A	Steel Rocker	Rocker
B	Steel Roller	Roller
C	Sliding Plate	Sliding Plate
D	Lubricated Center Pin	Center Pin Lub
E	Unlubricated Center Pin	CR Pin Unlub
F	Rack and Pinion	Rack Pinion
G	Pin & Link Suspended Span	Pin & Link
H	Compression Bearing	
	Suspended Span Steel	Stl Suspend
I	Compression Bearing	
	Suspended Span/Neoprene	Neo Suspend
J	Fixed Steel Bearing	Fixed Stl
K	Fixed Asbestos Pad & Pin	Fixed Pin
L	Fabric Bearing Pads	Brg Pads
M	Elastomeric Type I	Elastomrc 1
N	Elastomeric Type II	Elastomrc 2
O	Elastomeric Type III	Elastomrc 3

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	BEARING TYPE - OPEN JOINT	ITEM NO.	504A
		PAGE	2 of 2
		EFF. DATE	07/01/02

<u>Code</u>	<u>Bearing Type</u>	<u>Abbreviated Description</u>
P	Segmental Rocker	Segmental
Q	Pot Bearing	Pot Brg
Z	Other	Other
U	Unknown	Unknown

EXAMPLE:

Structure 083-0010 has twelve expansion bearings and two fixed bearings under finger joints without troughs. Ten of the expansion bearings are rollers and two are rockers. The fixed bearings are steel.

	Item 504 Number of Bearings <u>Under Open Joint</u>	Item 504A Bearing Type <u>Open Joint</u>
First Line	2	A
Second Line	10	B
Third Line	2	J

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME	BEARING COUNT - CLOSED JOINT	ITEM NO. 505 PAGE 1 of 1 EFF. DATE 07/01/02
	ISIS		MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This field records the number of bearings under closed joints.

"Closed" is defined as not exposed to the elements. Preformed joint seals or neoprene joints are present. Up to three different types of bearings under closed joints may be recorded. The numbers entered must coincide with the order of bearing types entered under Item 505A, Bearing Type – Closed Joint.

If more than three types of bearings exist, enter the most numerous types.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

This item can accommodate the count of three types of bearings under "closed" joints by making three separate entries of up to three digits.

Enter the number in the appropriate spaces provided leaving leading spaces blank.

Leave blank if not applicable.

EXAMPLE:

Structure 083-0010 has ten fixed steel and ten Elastomeric Type 1 bearings under closed joints.

Two lines of entry are made for Item 505, Bearing Count – Closed Joint:

First line	-	10 (for fixed steel)
Second line	-	10 (for Elastomeric Type 1)
Third line	-	leave blank

NOTE: See order of bearing types in Item 505A.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME BEARING TYPE - CLOSED JOINT	ITEM NO. 505A PAGE 1 of 2 EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of bearings that exist on the structure under all closed joints.

"Closed" is defined as not exposed to the elements. Preformed joint seals or neoprene joints are present.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field

This item can accommodate three types of bearings under "closed" joints by making three separate entries.

Enter the appropriate code in the space provided.

Leave blank if not applicable.

<u>Code</u>	<u>Bearing Type</u>	<u>Abbreviated Description</u>
A	Steel Rocker	Rocker
B	Steel Roller	Roller
C	Sliding Plate	Sliding Plate
D	Lubricated Center Pin	Center Pin Lub
E	Unlubricated Center Pin	CR Pin Unlub
F	Rack and Pinion	Rack Pinion
G	Pin & Link Suspended Span	Pin & Link
H	Compression Bearing	
	Suspended Span Steel	Stl Suspend
I	Compression Bearing	
	Suspended Span/Neoprene	Neo Suspend
J	Fixed Steel Bearing	Fixed Stl
K	Fixed Asbestos Pad & Pin	Fixed Pin
L	Fabric Bearing Pads	Brg Pads
M	Elastomeric Type I	Elastomrc 1
N	Elastomeric Type II	Elastomrc 2
O	Elastomeric Type III	Elastomrc 3

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	BEARING TYPE-CLOSED JOINT	ITEM NO.	505A
		PAGE	2 of 2
		EFF. DATE	07/01/02

<u>Code</u>	<u>Bearing Type</u>	<u>Abbreviated Description</u>
P	Segmental Rocker	Segmental
Q	Pot Bearing	Pot Brg
Z	Other	Other
U	Unknown	Unknown

EXAMPLE:

Structure 083-0010 has ten fixed steel and ten Elastomeric Type 1 bearings under closed joints.

	Item 505 Number of Bearings <u>Under Closed Joint</u>	Item 505A Bearing Type <u>Closed Joint</u>
First Line	10	J
Second Line	10	M
Third Line	Leave Blank	Leave Blank

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BEARING COUNT - NO JOINT	ITEM NO. 506 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item records the number of bearings on piers or abutments that exist under a continuous deck. There are no joints above the bearings.

Up to three different types of "no joint" bearings may be recorded. The numbers entered must coincide with the order of bearings entered under Item 506A – Bearing Type – No Joint.

If more than three types of bearings exist, enter the most numerous types.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

This item can accommodate the count of three types of bearings under "No Joints" by making three separate entries of up to three digits.

Enter the number in the appropriate spaces, leaving leading spaces blank.

Leave blank if not applicable.

EXAMPLE:

The deck of structure 083-0010 is continuous over five steel rocker and five fixed steel bearings.

Two lines of entry are made:

- First line - 5 (for steel rocker)
- Second line - 5 (for fixed steel)
- Third line - leave blank.

NOTE: See order of bearing type in Item 506A – Bearing Type – No Joint.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME BEARING TYPE - NO JOINT	ITEM NO. 506A PAGE 1 of 2 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of bearings on piers and abutments that exist under a continuous deck. There are no joints above the bearings.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

This item can accommodate three types of bearings under a continuous deck (no joint(s)) by making three separate entries.

Enter the appropriate code in the space provided.

Leave blank if not applicable.

<u>Code</u>	<u>Bearing Type</u>	<u>Abbreviated Description</u>
A	Steel Rocker	Rocker
B	Steel Roller	Roller
C	Sliding Plate	Sliding Plate
D	Lubricated Center Pin	Center Pin Lub
E	Unlubricated Center Pin	CR Pin Unlub
F	Rack and Pinion	Rack Pinion
G	Pin & Link Suspended Span	Pin & Link
H	Compression Bearing	
	Suspended Span Steel	Stl Suspend
I	Compression Bearing	
	Suspended Span/Neoprene	Neo Suspend
J	Fixed Steel Bearing	Fixed Stl
K	Fixed Asbestos Pad & Pin	Fixed Pin
L	Fabric Bearing Pads	Brg Pads
M	Elastomeric Type I	Elastomrc 1
N	Elastomeric Type II	Elastomrc 2
O	Elastomeric Type III	Elastomrc 3

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	BEARING TYPE-NO JOINT	ITEM NO.	506A
		PAGE	2 of 2
		EFF. DATE	07/01/02

<u>Code</u>	<u>Bearing Type</u>	<u>Abbreviated Description</u>
P	Segmental Rocker	Segmental
Q	Pot Bearing	Pot Brg
Z	Other	Other
U	Unknown	Unknown

EXAMPLE:

The deck of 083-0010 is continuous over five steel rockers and five fixed steel bearings.

	Item 506	Item 506A
	Bearing Count	Bearing Type
	<u>No Joint</u>	<u>No Joint</u>
First Line	5	A
Second Line	5	J
Third Line	Leave Blank	Leave Blank

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME PHOTO INDEX ROLL NUMBER	ITEM NO. 507 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the roll number of the photo index for the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, left justified.

Enter the roll number beginning in the first position available. Leave unused positions blank.

Leave blank if not applicable.

EXAMPLE:

<u>Roll Number</u>	<u>Enter</u>
4123	4123
314	314

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME PHOTO INDEX FRAME FROM NUMBER	ITEM NO. 508 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the starting frame number of the photo index that pertains to the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit code, preceding a hyphen on the screen.

Enter the number, leaving the leading space blank if appropriate.

Leave blank if not applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME PHOTO INDEX FRAME TO NUMBER	ITEM NO. 509 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the ending frame number of the photo index that pertains to the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit code, following a hyphen on the screen.

Enter the number, leaving the leading spaces blank if appropriate.

Leave blank if not applicable.

307

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME DISTRICT FILE NUMBER	ITEM NO. 510 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item is unique to the Chicago Bridge office and is used to identify bridges in certain team sections.

CODE AND SCREEN ENTRY INSTRUCTIONS

A five-digit field.

Enter the appropriate number in the spaces provided.

Leave blank if not applicable.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE ASSIGNMENT	ITEM NO. 511 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item is intended for District One's use to distinguish between Chicago Bridge and Elgin Maintenance Assignments but may be used by the other districts to record maintenance assignments as required.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field, right justified.

Enter the assignment code in the appropriate spaces leaving unused spaces blank.

<u>Code</u>	<u>District One Assignment</u>
1-4999	Chicago Bridge
5000-9999	Elgin Bridge

Other districts wishing to utilize this item should submit a coding scheme for inclusion in these instructions.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME DECK WATERPROOFING TYPE	ITEM NO. 512 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the type of waterproofing on the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Enter the appropriate code from the list below:

<u>Code</u>	<u>Description</u>
M	Membrane Waterproofing
W	Other Type Waterproofing
E	Epoxy-Coated Rebars with no Waterproofing
N	No Waterproofing System without Epoxy-Coated Rebars

310

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME CONCRETE SURFACE SQ YD	ITEM NO. 513 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the concrete surface area, in terms of square yards, required for the application of sealing agents.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, to one decimal position.

Enter the number of square yards, to the nearest tenth (.1), leaving leading spaces blank.

Leave blank if no concrete surface exists.

<u>Square Yards</u>	<u>Enter</u>
95.6	95.6
950.0	950.0
12050.0	12050.0

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME ABUTMENT TYPE	ITEM NO. 514 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of abutment.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Enter the appropriate code, leave blank if not applicable.

<u>Code</u>	<u>Abutment Type</u>
I	Integral
V	Vaulted
O	Open Stub, Pile Bent
C	Closed
T	Timber Pile Closed
S	Semi-Integral

312

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME INSPECTION ROUTE	ITEM NO. 515 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the inspector's route number that has been assigned to the structure. This enables the grouping of specific structures into an efficient inspection route.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

Enter the appropriate number filling leading spaces with zeros.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME HANDRAIL TYPE	ITEM NO. 516 PAGE 1 of 2 EFF. DATE 07/01/02	
	ISIS	MMIS	
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of handrail, bridge railing or parapet. Up to three different types of handrails may be recorded.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field, left justified, with up to three occurrences.

Enter the appropriate code.

Leave blank if not applicable.

Code	Handrail Type	Inquiry Abbreviation
00	None	None
01	1 Round Alum Tube on Conc Parapet (R-10), (R-19)	1 Rd Al R-10, 19
02	2 Round Alum Tube on Conc Parapet (R-11)	2 Rd Al C Par R-11
03	3 Round Alum Tube (R-9)	3 Rd Al R-9
04	1 Round Alum Tube on Conc Parapet & 3 Round Alum Tubes	1 & 3 Rd Al C Par
05	1 Round Alum & 1 Oval Alum on C Par (R-20)	1 Rd 1 Ov C Par R-20
06	2 Round Alum Tubes (R-4, 8)	2 Rd Al R-4, 8
07	4 Round Alum Tubes on Conc Parapet	4 Rd Al C Par
08	1 Alum Oval Tube on Conc Parapet (R-17)	1 Rd Al-C Par R-17
09	2 Alum Oval Tubes on Conc Parapet	2 Al Oval C Par
10	3 Alum Oval Tubes	3 Al Oval
11	2 Alum Channels on Conc Parapet	2 Al Chn C Par
12	3 Alum Channels on Round Post	3 Al Chn R. Post
13	1 Alum Box on Conc Parapet	1 Al Box C Par
14	2 Box Alum on Conc Parapet	2 Al Box C Par
15	3 Box Alum Sections	3 Al Box
16	2 Al Ch on "I" Post	2 Al Chn on I Post
17	Ornamental Alum	Oma Alum
18	Miscellaneous Alum	Misc Alum
19	1 Round St on Conc Parapet (R-14)	1 Rd St-C Par R-14
20	2 Round St Pipes on Conc Parapet (R-16)	2 Rd Stl Pipes R-16
21	3 Round Stl Pipes	3 Rd Stl Pipes
22	4 Round Stl Pipes	4 Rd Stl Pipes
23	3 Stl Oval on Round Post	3 Stl Ov on Rd Post
24	To be assigned	TBA

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STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	HANDRAIL TYPE	ITEM NO.	516
		PAGE	2 of 2
		EFF. DATE	07/01/02

CODE AND SCREEN ENTRY INSTRUCTIONS

<u>Code</u>	<u>Handrail Type</u>	<u>Inquiry Abbreviation</u>
25	1 St Box on I Post with Smaller Top Rail (R-24)	1 St Box W/Sm R-24
26	1 St Box on I Post with Smlr Top Rail (Std 2399)	1 St Box W/Smlr T R1
27	1 St Box on I Post with Smlr T Rail (Std 2399-2)	1 St Box W/Smlr T R1
28	1 St Box on Conc Parapet (R-15)	1 Stl Box C Par R-15
29	2 Box Steel Beams Same Size on I Post (R-22) (Type N)	2 Stl Box Ty N R-22
30	1 Round Stl - One Oval Stl on Concrete Parapet (R-21)	1 Rd-1 Ov St R-21
31	1 St Chan on I Post	1 Stl Chn on I Post
32	1 St Chan on Round Post	1 Stl Chn on Rd Pst
33	2 St Chan on Round Post (R-2, 6, 12)	2 Stl Chn Rd R-2
34	3 St Chan on I Post	3 Stl Chn on I Post
35	3 St Chan on Round Post (R-3, 7, 13)	3 Stl Chn on Rd R-3
36	4 Stl Channels	4 Stl Channels
37	4 St Chan on Round Post	4 Stl Chn on Rd Post
38	5 St Chan on Round Post	5 Stl Chn Rd Post
39	1 Gal St GR Panel	1 Gal Stl GR Pnl
40	2 Gal St GR Panels	2 Gal Stl GR Pnl
41	2 Gal Rect Stl Tubes	2 Gal Stl Rect Tbs
42	2 Gal R Stl on I Post	2 G S Rect on I Post
43	GI Tub Tri Bm STd 2348-2)	Gal Tub Tri Beam
44	2 Stl Angles (R-1, 5)	2 Stl Angles R-1, 5
45	3 Stl Angles	3 Stl Angles
46	3 Stl Cables	3 Stl Cables
47	3 Stl "T" on Sq Post	3 Stl T on Sqr Post
48	Misc Steel Types	Misc Stl
49	Steel TY S (R-23)	Stl TY S R-23
50	Steel TY S1 (R-23A)	Stl TY S1 R-23A
51	Steel TY R-21	Stl TY R-21
52	Steel TY T (R-24)	Stl TY T R-24
53	Steel TY TI (R-24A)	Stl TY TI R-24A
54	Steel TY TP 1 (R-26)	Stl TY Tpl R-26
55	Steel TY WT (R-30)	Stl Type WT R-30
56	Ornamental Steel	Oma Stl
57	New Jersey Parapet	New Jersey Parapet
58	GM Parapet	GM Parapet
59	Noise Abate	Noise Abate
60	Misc Concrete	Misc Concrete
61	Stone Masonry	Stone Masonry
62	Timber	Timber
63	GR Mount on Ex Culvert	GR Mntd on Ex Cul
64	Pedestrian Railing (R-28)	Ped Railing R-28
65	Bicycle Railing (R-29)	Bic Railing R-29
66	KS Corral, Misc Ped RI, etc	Misc Ped RI
67	Other	Other
68	To Be Assigned	TBA
69	To Be Assigned	TBA
70	To Be Assigned	TBA

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME PIER TYPE(S)	ITEM NO. 517 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type(s) of piers for the structure. Up to 3 different types of piers may be recorded.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field.

Enter the pier type(s) from the list below, beginning with the first available position, using the following priority:

- Code the pier type of the main structure in the first two positions.
- Code in the next two positions the most frequently used pier type after the main structure piers.
- Code in the last two positions the next most frequently used pier type.

Leave blank if any positions are not applicable.

<u>Code</u>	<u>Pier Type</u>
SO	Solid
HA	Hammerhead
T2, T3, T4	TRAPZ - (2, 3, 4)
SB	Steel bent
CB	Concrete bent
SF	Steel frame
TB	Timber bent
EB	Encased steel or concrete pile bent

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME YEAR TO BE PAINTED	ITEM NO. 518 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the year that the bridge is to be painted.

A date in the past may be entered.

CODE AND SCREEN ENTRY INSTRUCTIONS

A four-digit field.

Enter the four-digit year as appropriate (YYYY).

317

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME	NUMBER OF NAVIGATIONAL LIGHTS	ITEM NO. 519 PAGE 1 of 1 EFF. DATE 07/01/02
	ISIS		MMIS
RESPONSIBLE FOR UPDATE	N/A		District Maintenance/Operations
STRUCTURES	N/A		State
UPDATE SCREENS	N/A		(6) Inventory
INQUIRY SCREENS	(9) MMIS Inventory		(8) Inventory

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the number of navigational lights attached to the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

Enter the appropriate number, leaving unused spaces blank.

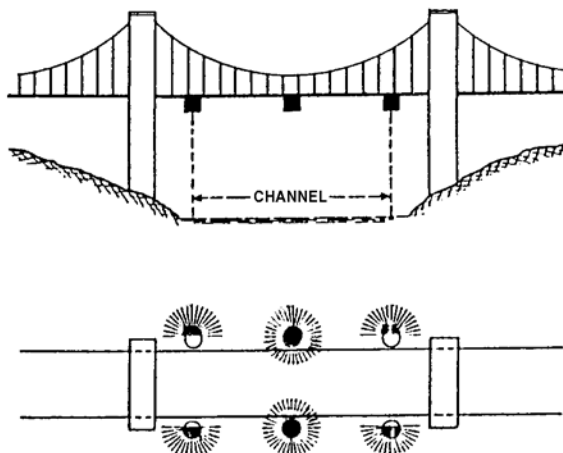
Leave blank if not applicable.

EXAMPLE:

Structure 016-0066 has six navigation lights attached.

Enter

6



HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL		
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	ITEM NAME	NUMBER OF IMPACT ATTENUATORS	ITEM NO. 520 PAGE 1 of 1 EFF. DATE 07/01/02
	ISIS		MMIS
RESPONSIBLE FOR UPDATE	N/A		District Maintenance/Operations
STRUCTURES	N/A		State
UPDATE SCREENS	N/A		(6) Inventory
INQUIRY SCREENS	(9) MMIS Inventory		(8) Inventory

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the number of impact attenuators associated with the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

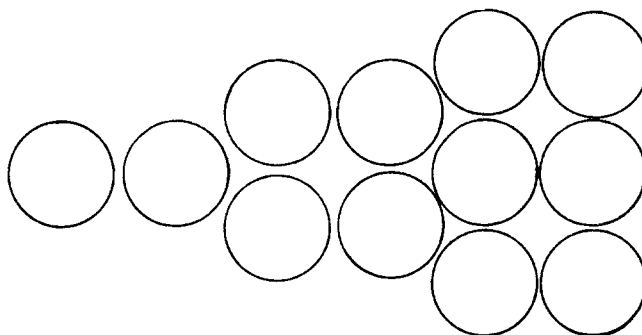
A three-digit field, right justified.

Enter the appropriate number, leaving unused spaces blank.

Count individual sand-filled units separately. Integral units, like multi-cell anti-freeze attenuators or collapsible steel attenuators, should be considered as single units.

EXAMPLE:

Sand Module Impact Attenuator Configuration



Enter

12

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME NUMBER OF PIER PROTECTION CELLS	ITEM NO. 521 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the number of pier protection cells guarding the bridge from river traffic.

CODE AND SCREEN ENTRY INSTRUCTIONS

A three-digit field, right justified.

Enter the appropriate number, leaving unused spaces blank.

Leave blank if not applicable.

<u>Pier Protection Cells</u>	<u>Enter</u>
4	4
20	20

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME REMARKS	ITEM NO. 522 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(6) Inventory	
INQUIRY SCREENS	(9) MMIS Inventory	(8) Inventory	

DESCRIPTION AND PURPOSE OF ITEM

This item allows the recording of any special information or data that would not fit the space available regarding the features primarily of MMIS interest.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 79-digit field, left justified.

Enter the appropriate remarks in the first space available, using any combination of letters, numbers, symbols and punctuation as necessary.

Abbreviations can be made and punctuation omitted as long as the context is not changed or ambiguous.

Leave blank if not applicable.

ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME **NOT USED; RESERVED FOR IDOT**

ITEM NO.	523-529
PAGE	1 of 1
EFF. DATE	07/01/02

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR CODE	ITEM NO. 530 PAGE 1 of 5 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maint/ Operations	Central Operations
STRUCTURES	N/A	State	State
UPDATE SCREENS	N/A	(7) Proposed	(10) Prop Table
INQUIRY SCREENS	(10) MMIS Proposed Repair		(9) Proposed

DESCRIPTION AND PURPOSE OF ITEM

This item identifies the type of maintenance repair to be made.

Repair Codes are created by the Central Bureau of Operations. The current valid repair codes are listed in MMIS and may be inquired upon via the MMIS update screen (10) - Proposed Table.

CODE AND SCREEN ENTRY INSTRUCTIONS

A seven-digit field.

Enter the valid code.

Any number of repair codes may be entered for a specific structure.

Following is a list of Work Codes, Descriptions, Units of Measure and Unit Costs for work items as of the date 01-01-94.

Bridge Removal - Replacement

<u>Repair Code</u>	<u>Repair Code Description</u>	<u>Unit of Measure</u>	<u>Unit Cost</u>	<u>ID</u>
0000010	Concrete Br Repl	Sq Ft	78.00	R
0000020	Steel Br Repl	Sq Ft	91.00	R
0000030	PPC D Br Repl	Sq Ft	47.00	R
0000040	PPC I Br Repl	Sq Ft	71.00	R
5010110	Remove Existing Structure	Lin Ft	250.00	R

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	MAINTENANCE REPAIR CODE	ITEM NO.	530
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		EFF. DATE	07/01/02

Deck

<u>Repair Code</u>	<u>Repair Code Description</u>	<u>Unit of Measure</u>	<u>Unit Cost</u>	<u>ID</u>
4060120	Bit Conc Sc Mix C Cl I	Ton	100.00	D
4060130	Bit Conc Surf Cse, Mix D, Cl I	Ton	33.00	D
4080630	Protective Coat	Sq Yd	.50	D
4110000	Bit Part Depth Patch	Sq Yd	45.00	D
4130000	Bituminous Overlay	Sq Yd	3.50	D
4160000	Crack & Joint Sealing-Hand Poured	Gals	4.50	D
4550000	Bridge Sealing	Sq Yd	2.00	D
5160000	Crack & Joint Rtnng & Slnng Rub Asplt (CRAFCO)	Lin Ft	.39	D
5510000	Partial Depth Bridge Deck Patching	Sq Yd	75.00	D
5520000	Full Depth Bridge Deck Patching	Sq Yd	275.00	D
6170091	Bridge Wear Surf Rem (Deck)	Sq Yd	3.75	D
6170100	Bituminous Concrete Surface Removal	Sq Yd	5.50	D
6170110	Bit Conc Surf R & R	Sq Yd	12.50	D
Z000600	Br Deck Conc Overlay	Sq Yd	90.00	D
Z000620	Concrete Br Deck Scarification	Sq Yd	15.00	D
Z001601	Deck Slb Rep (FD, TI)	Sq Yd	250.00	D
Z001602	Deck Slab Rep (FD, Type II)	Sq Yd	400.00	D
Z001620	Deck Slab Rep (Part)	Sq Yd	175.00	D
Z100340	Br Curb or Hubguard Repr	Cu Yd	500.00	D
Z100370	Br Dk Wear Surf R & R	Sq Yd	45.00	D
Z105300	Waterprf Membrane Sys	Sq Yd	15.00	D

Drains - Inlets

4330000	Inlet, Manhole and Catch Basin Cleaning	Each	28.00	I
4340000	Inlet, Manhole and Catch Basin Repair	Each	500.00	I
5030010	Floor Drains	Each	200.00	I
5530000	Deck Drain Cleaning	Ea Drain	15.00	I
5540000	Deck Drain Repair	Ea Drain	45.00	I
7530000	Collection Gutter Cleaning	Lin Ft	1.30	I
7540000	Collection Gutter Repair	Lin Ft	35.00	I
DL01110	Clean Inlets	Each	75.00	I
X503200	Floor Drain Extension	Each	300.00	I

Handrail

5010410	Br Hdrl Removal	Lin Ft	11.00	H
5080060	Alum Railing Tyl	Lin Ft	45.00	H
5590000	Handrail Repair/Maintenance	Lin Ft	15.00	H
DL00190	Steel Rail Retrofit	Lin Ft	90.00	H
DL00740	4" Dia Alum Brdg Rail	Lin Ft	12.00	H

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	MAINTENANCE REPAIR CODE	ITEM NO.	530
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		EFF. DATE	07/01/02

Expansion Joints

<u>Repair Code</u>	<u>Repair Code Description</u>	<u>Unit of Measure</u>	<u>Unit Cost</u>	<u>ID</u>
5550000	Joint Protection Shielding	Lin Ft	25.00	E
5560000	Joint Deck Slab Shoring	Lin Ft	50.00	E
5570000	Expansion Joint Repair	Lin Ft	45.00	E
DL00780	Pref Joint Seal 2	Lin Ft	35.00	E
X503120	Pref Joint Seal 1 3/4	Lin Ft	24.00	E
X503130	Pref Joint Seal 2 1/2	Lin Ft	25.00	E
X503140	Pref Joint Seal 4	Lin Ft	40.00	E
Z102790	Neoprene Expan Joint 2	Lin Ft	85.00	E
Z102800	Neoprene Expan Joint 2 1/2	Lin Ft	90.00	E
Z102810	Neoprene Expan Joint 4	Lin Ft	100.00	E
Z103260	Pref Joint Filler	Lin Ft	20.00	E

Superstructure

0000410	Temporary Support System	L Sum	9999.99	S
5070040	F & E Struct Steel	Lbs	3.00	S
5090040	Cleaning & Painting	Sq Ft	12.50	S
6580000	Spot Clean & Paint	Sq Ft	4.50	S
6550000	Structural Steel Repair	Lbs	22.00	S
6560000	Jacking and Cribbing	Ea Crib	225.00	S
DL00450	Temp Slab Support	L Sum	900.00	S
DL00790	Repr Conc Beam Ends	Each	950.00	S
X074110	Beam Straightening	Lin Ft	800.00	S
OXZ1384	Beam Straightening	Each	9999.99	S
XZ10050	Keyway Repair	Lin Ft	15.00	S
XZ14220	Jack & Shor Ex Girder	Each	1000.00	S
Z102590	Jacking and Cribbing	Each	1400.00	S

Bearings

0507006	Adjust & Reposition Bearings	Each	180.00	B
5070060	Adjust & Reposition Bearings	Each	600.00	B
6520000	Bridge Bearing Maintenance (Exc. Actv. 6)	Ea Brg	30.00	B
6530000	Bridge Bearing Cleaning	Ea Brg	12.00	B
6540000	Bridge Bearing Painting	Ea Brg	30.00	B
6570000	Pin and Link Inspection and Maintenance	Each	75.00	B
DL00120	Clean and Paint Bearings	Each	600.00	B
X057730	Clean and Adjust Link Assy	Each	150.00	B
X074540	Bearing Pad Adjust	Each	100.00	B
OZ10002	Adjust Rocker & Sole Plate	Each	500.00	B
Z100200	Bearing Repositioning	Each	500.00	B

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	MAINTENANCE REPAIR CODE	ITEM NO.	530
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Substructure

<u>Repair Code</u>	<u>Repair Code Description</u>	<u>Unit of Measure</u>	<u>Unit Cost</u>	<u>ID</u>
1513004	Fur and Drive Creo Pile	Lin Ft	22.00	2
1513010	Fur and Drive Met Pile Shell	Lin Ft	20.00	2
1513014	Fur and Drive Stl Pile Hp	Lin Ft	20.00	2
5010500	Rem Exist Sub Str	L Sum	5000.00	2
DL00330	F & E Pier Protection Plates	Each	280.00	2
DL00050	Fur and Drive Stl Sht Pile	Sq Ft	18.00	2

Concrete Repair

5010240	Concrete Removal	Cu Yd	350.00	C
5040030	Class X Conc	Cu Yd	350.00	C
7500000	Bridge Concrete Repair	Sq Ft	75.00	C
7510000	Bridge Epoxy Injection	Lin Ft	10.00	C
DL00150	Class X Concrete Rem & Rep	Cu Yd	1850.00	C
DL00200	Epoxy Mortar Repair	Sq Ft	200.00	C
XZ13610	Epoxy Crack Sealing	Lin Ft	25.00	C

Slopedwall

6170480	Slopedwall Rem	Sq Yd	10.00	3
6180010	Slopedwall	Sq Yd	40.00	3
7520000	Slopedwall Repair	Sq Yd	35.00	3
ODL0070	Aggregate Slopedwall 9"	Sq Yd	20.00	3
DL00690	Slopedwall Breaking	Sq Yd	25.00	3
DL00700	Aggregate Slopedwall	Ton	19.00	3
X080600	Slopedwall Repair	Sq Yd	25.00	3

Riprap

6010100	Dumped Riprap	Sq Yd	20.00	P
6010120	Dumped Riprap	Ton	30.00	P
7550000	Riprap Placement	Ton	25.00	P

Approach Pavement - Shoulders

4100000	Approach Slab Pothole Patching	Tons	300.00	A
4180000	Mudjacking	Cu Yd	150.00	A
4200000	Patch and Repair Paved Shoulders	Tons	140.00	A
5580000	Roadway Joint Maintenance	Lin Ft	19.00	A
OZ10007	Approach Slab R & R	Sq Yd	150.00	A
Z100070	Approach Slab R & R	Sq Yd	175.00	A

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

ITEM NAME	MAINTENANCE REPAIR CODE	ITEM NO.	530
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Guardrail				
<u>Repair Code</u>	<u>Repair Code Description</u>	<u>Unit of Measure</u>	<u>Unit Cost</u>	<u>ID</u>
4600000	Guardrail Maintenance	Lin Ft	10.00	G
6280230	Rem Repl Spbgr	Lin Ft	13.25	G
6500000	Bridge Guardrail Terminal Repair	Each	100.00	G

Earth Repair - Cleaning				
4240000	Cutting High Shoulders	Cu Yd	10.00	1
4300000	Repairing Earth Slopes	Cu Yd	10.00	1
4310000	Ditches - Hand	Lin Ft	4.10	1
4320000	Ditches - Machine	Cu Yd	9.00	1
7560000	Channel Maintenance	Hrs	34.00	1

Brush - Vegetation				
4400000	Tree, Brush and Shrub Removal	Hrs	25.00	V
4430000	Mowing (Machine)	Acre	32.00	V
4440000	Area Vegetation Spraying	Gals	1.70	V

Miscellaneous				
2110040	Sand Backfill	Cu Yd	25.00	M
2410000	Highway Lighting Maintenance	Each		M
4210000	Add and Spread Aggregate - Hand	Tons	32.00	M
4220000	Add and Spread Aggregate - Machine	Tons	15.00	M
4530000	Movable Span Bridges and Ferries	Hrs	23.00	M
4540000	Bridge Inspection	Each	150.00	M
4540001	Bridge Inspection For Repair	Hrs	50.00	M
4610000	Fence Maintenance	Lin Ft	4.00	M
4630000	Attenuator Maintenance	Ea Repair	300.00	M
4670000	Delineator Maintenance	Each	10.00	M
4680000	Sign Maintenance and Traffic Activities	Hrs	26.00	M
5100010	Treated Timber	Board Ft	3.00	M
5100020	Untreated Timber	Board Ft	2.00	M
5100030	Hardware	Lbs	2.50	M
5120020	Epoxy Rebar	Lbs	.65	M
5500000	Bridge Cleaning	Lin Ft	.50	M
6280310	Traf Bar Term	Each	1500.00	M
6480010	Traf Cont & Prot	Each	5000.00	M
6500010	Mobilization	L Sum	5000.00	M
6580001	Graffiti or Graffito Removal	Sq Ft	8.00	M
9590000	Other Bridge Maintenance	Hrs	25.00	M
9590001	Pigeon Control	Hrs	50.00	M
DL00440	Bituminous Curb	Lin Ft	2.00	M
DL00760	Clean Abut Seats	L Sum	250.00	M

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME REMARKS (REPAIR)	ITEM NO. 530A PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(7) Proposed	
INQUIRY SCREENS	(10) MMIS Proposed Repair	(9) Proposed	

DESCRIPTION AND PURPOSE OF ITEM

This item allows the recording of any special or pertinent information regarding the proposed repair.

CODE AND SCREEN ENTRY INSTRUCTIONS

A 79-digit field, left justified.

Enter appropriate comments identifying the location or other specific instructions concerning the proposed repair. Begin entry of the data at the first space available using any combination of letters, numbers, symbols and spaces. Abbreviations can be used as long as they are not ambiguous.

Leave all unused spaces blank.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR STATUS	ITEM NO. 531 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(7) Proposed	
INQUIRY SCREENS	(10) MMIS Proposed Repair	(9) Proposed	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates whether or not a designated repair activity has been proposed or completed.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit code.

Enter the appropriate code as indicated below:

<u>Code</u>	<u>Description</u>
P	Proposed
C	Completed

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME ASSIGNED TO CODE	ITEM NO. 532 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(7) Proposed	
INQUIRY SCREENS	(10) MMIS Proposed Repair	(9) Proposed	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the agency that has been designated to make the prescribed repairs to the structure.

CODE AND SCREEN ENTRY INSTRUCTIONS

A two-digit field is required.

Enter the appropriate code in the spaces provided:

<u>Code</u>	<u>Agency</u>
TS	District Team Section
BC	Bridge Crew
DL	Day Labor
MC	Maintenance Contract
RC	Repair or Rehabilitation Contract
AS	Adjoining State or other government agency
OA	Other Agency, (railroad, tollroad, etc.)

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR PROPOSED DATE	ITEM NO. 533 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(7) Proposed	
INQUIRY SCREENS	(10) MMIS Proposed Repair	(9) Proposed	

DESCRIPTION AND PURPOSE OF ITEM

This item reports the date that a proposed repair was entered in the system.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, two each for month-day-year (MMDDYY).

For a successful entry, a proposed date or Item 534 - Maintenance Repair Completed Date, must be used.

Enter the date into the appropriate spaces, filling leading empty spaces with zeros.

Proposed Repair Date may be a date in the past.

Leave blank if not applicable.

EXAMPLE:

<u>Repair Proposed</u>	<u>Entry</u>
March 15, 1990	031590

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR COMPLETED DATE	ITEM NO. 534 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(7) Proposed	
INQUIRY SCREENS	(10) MMIS Proposed Repair	(9) Proposed	

DESCRIPTION AND PURPOSE OF ITEM

This item reports the date that a proposed repair activity was actually completed.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, two each for month-day-year (MMDDYY).

For a successful entry, a completed date or Item 533 - Maintenance Repair Proposed Date, must be used.

Enter the date into the appropriate spaces, filling leading empty spaces with zeros.

Leave blank if not applicable.

Future completion date may not be entered.

EXAMPLE:

<u>Repair Proposed</u>	<u>Entry</u>
April 3, 1998	040398

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR PRIORITY 1 QUANTITY	ITEM NO. 535 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(7) Proposed	
INQUIRY SCREENS	(10) MMIS Proposed Repair	(9) Proposed	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the quantity of work, in order of highest priority, that will be budgeted, planned and completed by maintenance this year to accomplish the work identified in Item 530 - Maintenance Work Code. It is expressed in the appropriate Unit of Measure - Item 540, to the nearest whole unit.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit code, right justified.

Enter the quantity of repairs needed, to the nearest whole unit, in the appropriate spaces.

Leave blank if not applicable.

EXAMPLE:

The deck has:

- 24 lineal feet of joints that are loose and should be replaced this year because they may cause a serious traffic hazard, and
- 12 lineal feet of joints that are leaking and should be replaced this year because they are causing deterioration of the steel stringers.

Enter:

In Priority 1: 24

In Priority 2: 12

333

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR PRIORITY 2 QUANTITY	ITEM NO. 536 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(7) Proposed	
INQUIRY SCREENS	(9) MMIS Proposed Repair	(9) Proposed	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the quantity of work of a second priority level that should be budgeted, planned and completed by maintenance this year to accomplish the work identified in Item 530 - Work Code.

Priority #2 work will not be performed until Priority #1 work is completed.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit code, right justified.

Enter the quantity of repairs needed, to the nearest whole unit, in the appropriate spaces.

Leave leading (unused) spaces blank.

Leave blank if not applicable.

EXAMPLE:

The deck has:

- 24 lineal feet of joints that are loose and should be replaced this year because they may cause a serious traffic hazard, and
- 12 lineal feet of joints that are leaking and should be replaced this year because they are causing deterioration of the steel stringers.

Enter:

In Priority 1: 24

In Priority 2: 12

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR PRIORITY 3 QUANTITY	ITEM NO. 537 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(7) Proposed	
INQUIRY SCREENS	(10) MMIS Proposed Repair	(9) Proposed	

DESCRIPTION AND PURPOSE OF ITEM

This item indicates the quantity of work which exists and needs to be done by Maintenance, but can be done this year only if additional budget or manpower is available. This applies to work reported in Item 530 - Work Code, and is in addition to Priorities 1 and 2.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit code, right justified.

Enter the quantity of repairs needed, to the nearest whole unit, in the appropriate spaces.

Leave blank if not applicable.

EXAMPLES:

Case 1: The deck has

- 24 lineal feet of joints that are loose and should be replaced this year because they may cause a serious traffic hazard, and
- 12 lineal feet of joints that are leaking and should be replaced this year because they are causing deterioration of the steel stringers.

Enter:

In Priority 1: 24

In Priority 2: 12

Case 2: The bridge rail was damaged by vehicle impact and has been repaired. Eighty feet of handrail was also damaged and should be repaired if resources are available.

Enter:

In Priority 3: 80

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME SELECT	ITEM NO. 538 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(7) Proposed	
INQUIRY SCREENS	None	None	

DESCRIPTION AND PURPOSE OF ITEM

This item is used to select work codes for structures when changes or deletions are required.

CODE AND SCREEN ENTRY INSTRUCTIONS

When selecting a work code to be changed, enter "S" in the appropriate row. Changes in the information for this proposed repair can then be made.

Deleting work codes can be performed by entering "S" in the appropriate rows.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR CODE DESCRIPTION	ITEM NO. 539 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	Central Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(10) Prop Table 1/	
INQUIRY SCREENS	None	(9) Proposed 2/	

DESCRIPTION AND PURPOSE OF ITEM

This item provides a literal description of the work code proposed for the structure.

- 1/ This item is part of the Proposed Maintenance Repair Table work codes. The Central Bureau of Operations adds "Descriptions" to the table as needed to establish new work codes.

CODE AND SCREEN ENTRY INSTRUCTIONS

A forty-digit field, left justified.

The Central Bureau of Operations enters the description beginning with the first space available, using letters, numbers, symbols and punctuation, leaving unused spaces blank.

- 2/ See Item 530 for Work Codes, Descriptions, Unit Costs and Units of Measure for work items most often used. For additional Work Codes available, see the Proposed Maintenance Repair Table, screen 10 of the MMIS Update Menu.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR UNIT OF MEASURE	ITEM NO. 540 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	Central Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(10) Prop Table <u>1/</u>	
INQUIRY SCREENS	None	(9) Proposed <u>2/</u>	

DESCRIPTION AND PURPOSE OF ITEM

This item provides the unit of measure for the work code proposed for the structure.

1/ This item is part of the Proposed Maintenance Repair Table work codes. Central Bureau of Operations adds "Units of Measure" to the table as needed to establish new work codes.

CODE AND SCREEN ENTRY INSTRUCTIONS

A twenty-digit field, left justified.

The Central Bureau of Operations enters the Unit of Measure beginning with the first space available, leaving unused spaces blank.

2/ See Item 530 for Work Codes, Descriptions, Units of Measure and Unit Costs for work most often used. For additional Work Codes available, see the Proposed Maintenance Repair Table, screen 10 of the MMIS Update Menu.

HISTORY KEPT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL	
NBIS REQUIRED YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		ITEM NAME MAINTENANCE REPAIR UNIT COST	ITEM NO. 541 PAGE 1 of 1 EFF. DATE 07/01/02
		ISIS	MMIS
RESPONSIBLE FOR UPDATE	N/A	District Maintenance/Operations	
STRUCTURES	N/A	State	
UPDATE SCREENS	N/A	(10) Prop Table 1/	
INQUIRY SCREENS	None	(9) Proposed 2/	

DESCRIPTION AND PURPOSE OF ITEM

This item provides the unit cost of the work code proposed for the structure.

- 1/ This item is part of the Proposed Maintenance Repair table that identifies various repair codes. The Central Bureau of Operations adds "Unit Cost" to the table as needed to establish new work codes.

CODE AND SCREEN ENTRY INSTRUCTIONS

A six-digit field, to two decimal positions.

The Central Bureau of Operations enters the unit cost in dollars and cents in the appropriate positions, leaving leading spaces blank.

- 2/ See Item 530 for Work Codes, Descriptions, Unit Costs and Units of Measure for work items most often used. For additional Work Codes available, see the proposed Maintenance Repair Table, Screen 10 of the MMIS Update Menu.

APPENDIX A

MUNICIPALITY LIST

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
0005	ABINGDON	0250	ATHENS
0010	ADDIEVILLE	0255	ATKINSON
0015	ADDISON	0260	ATLANTA
0020	ADELINE	0265	ATWOOD
0025	ALBANY	0270	AUBURN
0030	ALBERS	0275	AUGUSTA
0035	ALBION	0280	AURORA
0040	ALEDO	0285	AVA
0045	ALEXIS	0290	AVISTON
0050	ALGONQUIN	0295	AVON
0055	ALHAMBRA	0300	BALDWIN
0060	ALLENDALE	0305	BANNER
0065	ALLENVILLE	0310	BANNOCKBURN
0070	ALLERTON	0315	BARDOLPH
0075	ALMA	0320	BARRINGTON
0080	ALORTON	0323	BARRINGTON HILLS
0085	ALPHA	0330	BARRY
0090	ALSEY	0335	BARTELSON
0095	ALSIP	0340	BARTLETT
0100	ALTAMONT	0345	BARTONVILLE
0115	ALTON	0350	BASCO
0117	ALTONA	0355	BATAVIA
0120	ALTO PASS	0360	BATCHTOWN
0125	ALVAN /ALVIN/	0365	BATH
0130	AMBOY	0366	BAYLIS
0133	ANCHOR	0367	BAYVIEW GARDENS
0135	ANDALUSIA	0368	BEACH PARK
0145	ANDOVER	0375	BEARDSTOWN
0150	ANNA	0380	BEAVERVILLE
0155	ANNAWAN	0385	BECKEMEYER
0160	ANTIOCH	0390	BEDFORD PARK
0165	APPLE RIVER	0395	BEECHER
0169	ARBURY HILLS	0397	BEECHER CITY
0170	ARCOLA	0405	BELGIUM
0175	ARENZVILLE	0410	BELKNAP
0180	ARGENTA	0420	BELLE PRAIRIE CITY
0187	ARLINGTON	0425	BELLE RIVE
0190	ARLINGTON HEIGHTS	0430	BELLEVILLE
0195	ARMINGTON	0435	BELLEVUE
0200	AROMA PARK	0437	BELLFLOWER
0205	ARROWSMITH	0440	BELLMONT
0210	ARTHUR	0445	BELLWOOD
0215	ASHKUM	0450	BELVIDERE
0220	ASHLAND	0455	BEMENT
0225	ASHLEY	0460	BENLD
0230	ASHMORE	0465	BENSENVILLE
0235	ASHTON	0470	BENSON
0240	ASSUMPTION	0475	BENTLEY
0245	ASTORIA	0480	BENTON

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
0485	BERKELEY	0705	BUCKLEY
0490	BERLIN	0710	BUCKNER
0495	BERWYN	0715	BUDA
0500	BETHALTO	0720	BUFFALO
0505	BETHANY	0725	BUFFALO GROVE
0510	BIGGSVILLE	0729	BULL VALLEY
0512	BIG ROCK	0730	BULPITT
0515	BINGHAM	0735	BUNCOMBE
0520	BIRDS	0740	BUNKER HILL
0525	BISHOP HILL	0743	BURBANK
0527	BISMARCK	0745	BUREAU JUNCTION
0530	BLANDINSVILLE	0750	BURLINGTON
0535	BLOOMINGDALE	0755	BURNHAM
0540	BLOOMINGTON	0757	BURNT PRAIRIE
0545	BLUE ISLAND	0759	BURR RIDGE
0550	BLUE MOUND	0762	BUSH
0555	BLUFFS	0765	BUSHNELL
0560	BLUFORD	0770	BUTLER
0563	BOLINGBROOK	0775	BYRON
0564	BONDVILLE	0780	CABERY
0565	BONE GAP	0785	CAHOKIA
0570	BONFIELD	0790	CAIRO
0575	BONNIE	0795	CALHOUN
0578	BOULDER HILL	0800	CALUMET CITY
0580	BOURBONNAIS	0805	CALUMET PARK
0585	BOWEN	0810	CAMARGO
0590	BRACEVILLE	0815	CAMBRIA
0595	BRADFORD	0820	CAMBRIDGE
0600	BRADLEY	0825	CAMDEN
0605	BRAIDWOOD	0830	CAMPBELL HILL
0610	BREESE	0835	CAMP POINT
0615	BRIDGEPORT	0840	CAMPUS
0620	BRIDGEVIEW	0845	CANTON
0625	BRIGHTON	0850	CANTRALL
0630	BRIMFIELD	0855	CAPRON
0635	BROADLANDS	0860	CARBON CLIFF
0640	BROADVIEW	0865	CARBONDALE
0645	BROADWELL	0870	CARBON HILL
0650	BROCTON	0875	CARLINVILLE
0655	BROOKFIELD	0876	CARLOCK
0660	BROOKLYN	0880	CARLYLE
0665	BROOKPORT	0885	CARMI
0670	BROUGHTON	0890	CAROL STREAM
0675	BROWNING	0895	CARPENTERSVILLE
0680	BROWNS	0900	CARRIER MILLS
0685	BROWNSTOWN	0905	CARROLLTON
0690	BRUSSELS	0910	CARTERVILLE
0695	BRYANT	0915	CARTHAGE
0700	BUCKINGHAM	0920	CARY

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
0925	CASEY	1175	COFFEEN
0930	CASEYVILLE	1180	COLCHESTER
0935	CATLIN	1185	COLETA
0940	CAVE IN ROCK	1190	COLFAX
0945	CEDAR POINT	1205	COLLINSVILLE
0950	CEDARVILLE	1210	COLONA
0955	CENTRAL CITY	1215	COLP
0960	CENTRAL CITY	1220	COLUMBIA
0965	CENTRALIA	1225	COLUMBUS
0975	CENTREVILLE	1230	COMPTON
0980	CERRO GORDO	1235	CONCORD
0985	CHADWICK	1237	CONGERVILLE
0990	CHAMPAIGN	1240	COOKSVILLE
0995	CHANDLERVILLE	1245	CORDOVA
0997	CHANNAHON	1250	CORNELL
0999	CHANNEL LAKE	1255	CORTLAND
1005	CHAPIN	1265	COULTERVILLE
1010	CHARLESTON	1270	COUNTRY CLUB HILLS
1015	CHATHAM	1272	COUNTRYSIDE
1020	CHATSWORTH	1275	COWDEN
1025	CHEBANSE	1280	CRAINVILLE
1030	CHENOA	1285	CREAL SPRINGS
1037	CHERRY	1290	CRESCENT CITY
1040	CHERRY VALLEY	1295	CREST HILL
1045	CHESTER	1300	CRESTON
1050	CHESTERFIELD	1305	CRESTWOOD
1051	CHICAGO	1310	CRETE
1055	CHICAGO HEIGHTS	1315	CREVE COEUR
1060	CHICAGO RIDGE	1320	CROSSVILLE
1065	CHILLICOTHE	1325	CRYSTAL LAKE
1075	CHRISMAN	1335	CUBA
1080	CHRISTOPHER	1340	CULLOM
1085	CICERO	1345	CUTLER
1090	CISCO	1350	CYPRESS
1095	CISNE	1355	DAHLGREN
1100	CISSNA PARK	1360	DAKOTA
1110	CLAREMONT	1365	DALLAS CITY
1115	CLARENDON HILLS	1370	DALTON CITY
1120	CLAY CITY	1375	DALZELL
1125	CLAYTON	1377	DAMIANSVILLE
1130	CLEAR LAKE	1380	DANA
1135	CLEVELAND	1385	DANFORTH
1140	CLIFTON	1390	DANVERS
1145	CLINTON	1395	DANVILLE
1150	COAL CITY	1397	DARIEN
1155	COALTON	1400	DAVIS
1160	COAL VALLEY	1402	DAVIS JUNCTION
1165	COATSBURG	1405	DAWSON
1170	COBDEN	1410	DECATUR

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
1415	DEER CREEK	1670	EDDYVILLE
1420	DEERFIELD	1675	EDGEWOOD
1425	DEER GROVE	1680	EDINBURG
1430	DEER PARK	1685	EDWARDSVILLE
1435	DE KALB	1690	EFFINGHAM
1440	DE LAND	1700	ELBURN
1445	DELAVAN	1705	EL DARA
1450	DE PUE	1710	ELDORADO
1455	DE SOTO	1715	ELDRED
1460	DES PLAINES	1720	ELGIN
1465	DETROIT	1725	ELIZABETH
1475	DE WITT	1728	ELIZABETHTOWN
1480	DIAMOND	1735	ELK GROVE VILLAGE
1485	DIETERICH	1740	ELKHART
1490	DIVERNON	1745	ELKVILLE
1492	DIX /ROME/	1750	ELLIOTT
1495	DIXMOOR	1755	ELLIS GROVE
1500	DIXON	1760	ELLISVILLE
1505	DOLTON	1765	ELLSWORTH
1510	DONGOLA	1770	ELMHURST
1515	DONNELSON	1775	ELMWOOD
1520	DONOVAN	1780	ELMWOOD PARK
1525	DORCHESTER	1785	EL PASO
1530	DOVER	1790	ELSAH
1535	DOWELL	1795	ELVASTON
1540	DOWNERS GROVE	1800	ELWOOD
1545	DOWNS	1805	EMDEN
1550	DU BOIS	1810	EMMINGTON
1555	DUNFERMLINE	1815	ENERGY
1560	DUNLAP	1820	ENFIELD
1565	DUPO	1825	EQUALITY
1570	DUQUOIN	1830	ERIE
1575	DURAND	1835	ESSEX
1580	DWIGHT	1840	EUREKA
1585	EAGARVILLE	1845	EVANSTON
1590	EARLVILLE	1850	EVANSVILLE
1595	EAST ALTON	1855	EVERGREEN PARK
1600	EAST BROOKLYN	1860	EWING
1603	EAST CAPE GIRARDEAU	1865	EXETER
1605	EAST CARONDELET	1870	FAIRBURY
1615	EAST DUBUQUE	1875	FAIRFIELD
1620	EAST DUNDEE	1885	FAIRMONT CITY
1625	EAST GALESBURG	1890	FAIRMOUNT
1630	EAST GILLESPIE	1892	FAIRVIEW
1635	EAST HAZELCREST	1893	FAIRVIEW HEIGHTS
1640	EAST MOLINE	1905	FARINA
1645	EASTON	1910	FARMER CITY
1650	EAST PEORIA	1915	FARMERSVILLE
1660	EAST ST. LOUIS	1920	FARMINGTON

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
1925	FAYETTEVILLE	2152	GERMANTOWN HILLS
1930	FERRIS	2155	GERMAN VALLEY
1935	FIDELITY	2160	GIBSON CITY
1940	FIELDON	2165	GIFFORD
1945	FILLMORE	2170	GILBERTS
1950	FINDLAY	2175	GILLESPIE
1955	FISHER	2180	GILMAN
1960	FITHIAN	2185	GIRARD
1965	FLANAGAN	2190	GLADSTONE
1970	FLAT ROCK	2195	GLASFORD
1975	FLORA	2200	GLASGOW
1980	FLORENCE	2205	GLEN CARBON
1985	FLOSSMOOR	2210	GLENCOE
1990	FOOSLAND	2217	GLENDALE HEIGHTS
1993	FORD HEIGHTS	2220	GLEN ELLYN
1995	FOREST CITY	2225	GLENVIEW
2000	FOREST HOMES	2230	GLENWOOD
2001	FOREST LAKE	2235	GODFREY
2005	FOREST PARK	2240	GODLEY
2010	FOREST VIEW	2245	GOLCONDA
2015	FORREST	2250	GOLDEN
2018	FORRESTON	2253	GOLDEN GATE
2025	FORSYTH	2260	GOLF
2030	FOX LAKE	2265	GOODFIELD
2032	FOX LAKE HILLS	2270	GOOD HOPE
2035	FOX RIVER GROVE	2275	GOREVILLE
2037	FOX R VALLEY GARDENS	2280	GORHAM
2040	FRANKFORT	2285	GRAFTON
2045	FRANKLIN	2290	GRAND RIDGE
2050	FRANKLIN GROVE	2295	GRAND TOWER
2055	FRANKLIN PARK	2300	GRANDVIEW
2060	FREEBURG	2305	GRANITE CITY
2065	FREEMANSPUR	2310	GRANTFORK
2070	FREEPORT	2315	GRANT PARK
2075	FULTON	2320	GRANVILLE
2080	FULTS	2323	GRASS LAKE
2085	GAGES LAKE	2330	GRAYSLAKE
2090	GALATIA	2335	GRAYVILLE
2095	GALENA	2340	GREENFIELD
2100	GALESBURG	2342	GREEN OAKS
2105	GALVA	2345	GREEN ROCK
2115	GARDNER	2350	GREENUP
2120	GARRETT	2355	GREEN VALLEY
2125	GAYS	2360	GREENVIEW
2130	GENESEO	2365	GREENVILLE
2135	GENEVA	2368	GREENWOOD
2140	GENOA	2370	GRIDLEY
2145	GEORGETOWN	2375	GRIGGSVILLE
2150	GERMANTOWN	2380	GULFPORT

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
2385	GURNEE	2630	HINCKLEY
2390	HAINESVILLE	2635	HINDSBORO
2395	HAMBURG	2640	HINSDALE
2400	HAMEL	2645	HODGKINS
2405	HAMILTON	2646	HOFFMAN
2410	HAMLETSBURG	2647	HOFFMAN ESTATES
2415	HAMMOND	2653	HOLIDAY HILLS
2420	HAMPSHIRE	2655	HOLLOWAYVILLE
2425	HAMPTON	2660	HOMER
2430	HANAFORD/LOGAN/	2663	HOMER GLENN
2435	HANNA CITY	2665	HOMETOWN
2440	HANOVER	2670	HOMEWOOD
2445	HANOVER PARK	2675	HOOPESTON
2450	HARDIN	2680	HOOPPOLE
2455	HARMON	2685	HOPEDALE
2460	HARRISBURG	2687	HOPEWELL
2463	HARRISTOWN	2688	HOPKINS PARK
2465	HARTFORD	2690	HOYLETON
2470	HARTSBURG	2695	HUDSON
2475	HARVARD	2700	HUEY
2480	HARVEL	2705	HULL
2490	HARVEY	2710	HUMBOLDT
2495	HARWOOD HEIGHTS	2715	HUME
2500	HAVANA	2725	HUNTLEY
2505	HAWTHORN WOODS	2730	HURST
2510	HAZEL CREST	2735	HUTSONVILLE
2515	HEBRON	2745	ILLIOPOLIS
2520	HECKER	2750	INA
2525	HEGELER	2755	INDIAN CREEK
2530	HENDERSON	2760	INDIAN HEAD PARK
2535	HENNEPIN	2765	INDIANOLA
2540	HENNING	2770	INDUSTRY
2545	HENRY	2771	INGLESIDE
2550	HERRICK	2774	INVERNESS
2555	HERRIN	2775	IOLA
2560	HERSCHER	2780	IPAVA
2565	HETTICK	2785	IROQUOIS
2575	HEYWORTH	2792	IRVING
2580	HICKORY HILLS	2795	IRVINGTON
2585	HIDALGO	2800	IRWIN
2590	HIGHLAND	2805	ISLAND LAKE
2595	HIGHLAND PARK	2810	ITASCA
2600	HIGHWOOD	2815	IUKA
2605	HILLCREST	2820	IVESDALE
2607	HILLERY-BATESTOWN	2825	JACKSONVILLE
2610	HILLSBORO	2828	JEFFERSONVILLE/GEFF
2615	HILLSDALE	2835	JEISEYVILLE
2620	HILLSIDE	2840	JEROME
2625	HILLVIEW	2845	JERSEYVILLE

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
2850	JEWETT	3095	LAKE IN THE HILLS
2852	JOHNSBURG	3100	LAKEMOOR
2855	JOHNSONVILLE	3103	LAKE OF THE WOODS
2860	JOHNSTON CITY	3105	LAKE VILLA
2865	JOLIET	3110	LAKEWOOD
2870	JONESBORO	3115	LAKE ZURICH
2875	JOPPA	3120	LAMOILLE
2880	JOY	3125	LANARK
2888	JUNCTION	3130	LANSING
2890	JUNCTION CITY	3135	LA PRAIRIE
2895	JUSTICE	3140	LA ROSE
2900	KAMPSVILLE	3145	LASALLE
2905	KANE	3150	LATHAM
2910	KANGLEY	3155	LAWRENCEVILLE
2915	KANKAKEE	3160	LEAF RIVER
2920	KANSAS	3165	LEBANON
2925	KAPPA	3170	LEE
2930	KARNAK	3177	LELAND
2935	KASKASKIA	3180	LELAND GROVE
2940	KEENES	3185	LEMONT
2950	KEENSBURG	3190	LENA
2955	KEITHSBURG	3195	LENZBURG
2960	KELL	3200	LEONORE
2965	KEMPTON	3205	LERNA
2970	KENILWORTH	3210	LEROY
2975	KENNEY	3215	LEWISTOWN
2980	KEWANEE	3220	LEXINGTON
2985	KEYESPORT	3223	LIBERTY
2990	KILBOURNE	3230	LIBERTYVILLE
2995	KILDEER	3233	LILY LAKE
3000	KINCAID	3235	LIMA
3005	KINDERHOOK	3240	LINCOLN
3012	KINGSTON	3245	LINCOLNSHIRE
3015	KINGSTON MINES	3250	LINCOLNWOOD
3020	KINMUNDY	3255	LINDENHURST
3025	KINSMAN	3260	LISBON
3030	KIRKLAND	3265	LISLE
3035	KIRKWOOD	3270	LITCHFIELD
3045	KNOXVILLE	3275	LITTLETON
3050	LACON	3280	LITTLE YORK
3055	LADD	3285	LIVERPOOL
3060	LA FAYETTE	3290	LIVINGSTON
3062	LA GRANGE	3295	LOAMI
3064	LA GRANGE PARK	3300	LOCKPORT
3075	LA HARPE	3305	LODA
3080	LAKE BARRINGTON	3310	LOMAX
3085	LAKE BLUFF	3315	LOMBARD
3088	LAKE CATHERINE	3320	LONDON MILLS
3090	LAKE FOREST	3323	LONG CREEK

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
3325	LONG GROVE	3570	MARQUETTE HEIGHTS
3330	LONG LAKE	3575	MARSEILLES
3335	LONG POINT	3580	MARSHALL
3340	LONG VIEW	3585	MARTINSVILLE
3345	LORAIN	3590	MARTINTON
3350	LOSTANT	3595	MARYVILLE
3355	LOUISVILLE	3600	MASCOUTAH
3360	LOVES PARK	3603	MASON
3365	LOVINGTON	3605	MASON CITY
3370	LUDLOW	3615	MATHERSVILLE
3375	LYNDON	3620	MATTESON
3380	LYNNVILLE	3625	MATTOON
3385	LYNWOOD	3630	MAUNIE
3390	LYONS	3635	MAYWOOD
3395	MC COOK	3640	MAZON
3400	MC CULLOM LAKE	3643	MEADOWBROOK
3403	MACEDONIA	3645	MECHANICSBURG
3405	MC HENRY	3650	MEDIA
3406	MACHESNEY PARK	3655	MEDORA
3408	MACKINAW	3660	MELROSE PARK
3410	MC LEAN	3665	MELVIN
3415	MC LEANSBORO	3670	MENDON
3420	MC NABB	3675	MENDOTA
3435	MACOMB	3680	MENOMINEE
3440	MACON	3685	MEREDOSIA
3445	MADISON	3690	MERRIONETTE PARK
3450	MAEYSTOWN	3695	METAMORA
3455	MAGNOLIA	3700	METCALF
3460	MAHOMET	3705	METROPOLIS
3465	MAKANDA	3710	METTAWA
3470	MALDEN	3720	MIDDLETOWN
3475	MALTA	3725	MIDLOTHIAN
3480	MANCHESTER	3730	MILAN
3485	MANHATTAN	3735	MILFORD
3490	MANITO	3740	MILL CREEK
3495	MANLIUS	3745	MILLEDGEVILLE
3500	MANSFIELD	3750	MILLINGTON
3505	MANTENO	3755	MILL SHOALS
3510	MAPLE PARK	3760	MILLSTADT
3515	MAPLETON	3770	MILTON
3520	MAQUON	3775	MINERAL
3525	MARENGO	3780	MINIER
3530	MARIETTA	3785	MINONK
3535	MARINE	3790	MINOOKA
3540	MARION	3795	MODESTO
3550	MARISSA	3800	MOKENA
3558	MARK	3805	MOLINE
3560	MARKHAM	3810	MOMENCE
3565	MAROA	3815	MONEE

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
3820	MONMOUTH	4080	NEW CANTON
3830	MONTGOMERY	4085	NEW DOUGLAS
3835	MONTICELLO	4090	NEW GRAND CHAIN
3840	MONTROSE	4095	NEW HAVEN
3845	MORRIS	4100	NEW HOLLAND
3850	MORRISON	4105	NEW LENOX
3855	MORRISONVILLE	4110	NEWMAN
3872	MORTON	4112	NEW MILLFORD
3873	MORTON GROVE	4115	NEW MINDEN
3875	MOUND CITY	4120	NEW SALEM
3880	MOUNDS	4125	NEWTON
3890	MD STATION/TIMEWELL	4130	NIANTIC
3895	MT AUBURN	4135	NILES
3900	MOUNT CARMEL	4140	NILWOOD
3905	MT CARROLL	4145	NOBLE
3910	MOUNT CLARE	4150	NOKOMIS
3915	MT ERIE	4155	NORA
3920	MT MORRIS	4160	NORMAL
3925	MOUNT OLIVE	4165	NORRIDGE
3930	MOUNT PROSPECT	4170	NORRIS
3935	MT PULASKI	4172	NORRIS CITY
3940	MT STERLING	4180	NORTH AURORA
3945	MOUNT VERNON	4185	NORTH BARRINGTON
3947	MT ZION	4190	NORTHBROOK
3950	MOWEAQUA	4193	NORTH CALEDONIA
3960	MUDDY	4195	NORTH CHICAGO
3965	MULBERRY GROVE	4205	NORTH CITY
3970	MUNCIE	4210	NORTHFIELD
3975	MUNDELEIN	4215	NORTH HENDERSON
3980	MURPHYSBORO	4220	NORTHLAKE
3985	MURRAYVILLE	4230	NORTH PEKIN
3990	NAPERVILLE	4240	NORTH RIVERSIDE
3995	NAPLATE	4245	NORTH UTICA/UTICA/
4000	NAPLES	4250	NORWOOD
4005	NASHVILLE	4262	OAK BROOK
4010	NASON	4263	OAKBROOK TERRACE
4015	NATIONAL CITY	4264	OAKDALE
4020	NAUVOO	4265	OAKFORD
4025	NEBO	4270	OAK FOREST
4030	NELSON	4275	OAK GROVE
4035	NEOGA	4285	OAKLAND
4040	NEPONSET	4290	OAK LAWN
4045	NEWARK	4295	OAK PARK
4050	NEW ATHENS	4300	OAKWOOD
4055	NEW BADEN	4305	OAKWOOD HILLS
4060	NEW BEDFORD	4310	OBLONG
4065	NEW BERLIN	4315	OCONEE
4070	NEW BOSTON	4320	ODELL
4075	NEW BURNSIDE	4325	ODIN

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
4330	O'FALLON	4575	PEARL CITY
4335	OGDEN	4580	PECATONICA
4340	OGLESBY	4585	PEKIN
4345	OHIO	4590	PEORIA
4350	OHLMAN	4595	PEORIA HEIGHTS
4355	OKAWVILLE	4600	PEOTONE
4365	OLD MILL CREEK	4605	PERCY
4370	OLD RIPLEY	4610	PERRY
4375	OLD SHAWNEETOWN	4615	PERU
4380	OLMSTED	4620	PESOTUM
4385	OLNEY	4625	PETERSBURG
4390	OLYMPIA FIELDS	4630	PHILLIPSTOWN
4395	OMAHA	4635	PHILO
4400	ONARGA	4640	PHOENIX
4405	ONEIDA	4645	PIERRON
4410	OQUAWKA	4650	PINCKNEYVILLE
4415	ORANGEVILLE	4655	PINGREE GROVE
4420	OREANA	4660	PIPER CITY
4425	OREGON	4663	PISTAKEE HIGHLANDS
4430	ORIENT	4665	PITTSBURG
4435	ORION	4670	PITTSFIELD
4437	ORLAND HILLS	4675	PLAINFIELD
4440	ORLAND PARK	4685	PLAINVILLE
4445	OSWEGO	4690	PLANO
4450	OTTAWA	4695	PLEASANT HILL
4455	OTTERVILLE	4700	PLEASANT PLAINS
4460	OWANECO	4705	PLYMOUTH
4465	PALATINE	4710	POCAHONTAS
4470	PALESTINE	4715	POLO
4475	PALMER	4720	PONTIAC
4480	PALMYRA	4724	PONTOON BEACH
4485	PALOS HEIGHTS	4725	PONTOOSUC
4490	PALOS HILLS	4730	POPLAR GROVE
4495	PALOS PARK	4735	PORT BYRON
4500	PANA	4740	POSEN
4505	PANAMA	4745	POTOMAC
4510	PANOLA	4750	PRAIRIE CITY
4515	PAPINEAU	4755	PRAIRIE DU ROCHER
4520	PARIS	4757	PRAIRIE GROVE
4525	PARK CITY	4760	PRINCETON
4530	PARKERSBURG	4765	PRINCEVILLE
4535	PARK FOREST	4770	PROPHETSTOWN
4540	PARK RIDGE	4772	PROSPECT HEIGHTS
4545	PATOKA	4775	PULASKI
4550	PAWNEE	4780	QUINCY
4555	PAW PAW	4785	RADOM
4560	PAXTON	4790	RALEIGH
4565	PAYSON	4795	RAMSEY
4573	PEARL	4800	RANKIN

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
4805	RANSOM	5035	ROSSVILLE
4810	RANTOUL	5043	ROUND LAKE
4815	RAPIDS CITY	5045	ROUND LAKE BEACH
4820	RARITAN	5047	ROUND LAKE HEIGHTS
4825	RAYMOND	5050	ROUND LAKE PARK
4830	RED BUD	5055	ROXANA
4835	REDDICK	5060	ROYAL
4840	REDMON	5062	ROYAL LAKES
4845	REYNOLDS	5065	ROYALTON
4850	RICHMOND	5070	RUMA
4855	RICHTON PARK	5075	RUSHVILLE
4860	RICHVIEW	5080	RUSSELLVILLE
4865	RIDGE FARM	5085	RUTLAND
4870	RIDGWAY	5090	SADORUS
4875	RIDOTT	5095	SAILOR SPRINGS
4878	RINGWOOD	5100	ST ANNE
4880	RIO	5105	ST AUGUSTINE
4885	RIPLEY	5110	ST CHARLES
4890	RIVERDALE	5115	ST DAVID
4895	RIVER FOREST	5120	ST ELMO
4900	RIVER GROVE	5122	STE MARIE
4905	RIVERSIDE	5125	ST FRANCISVILLE
4910	RIVERTON	5130	ST JACOB
4911	RIVERWOODS	5135	ST JOHNS
4915	ROANOKE	5140	ST JOSEPH
4920	ROBBINS	5145	ST LIBORY
4925	ROBERTS	5155	ST PETER
4930	ROBINSON	5160	SALEM
4935	ROCHELLE	5165	SANDOVAL
4940	ROCHESTER	5170	SANDWICH
4945	ROCKBRIDGE	5175	SAN JOSE
4950	ROCK CITY	5177	SAUGET
4955	ROCKDALE	5180	SAUK VILLAGE
4960	ROCK FALLS	5185	SAUNEMIN
4965	ROCKFORD	5190	SAVANNA
4970	ROCK ISLAND	5195	SAVOY
4975	ROCKTON	5200	SAWYERVILLE
4980	ROCKWOOD	5205	SAYBROOK
4985	ROLLING MEADOWS	5210	SCALES MOUND
4994	ROME	5215	SCHAUMBURG
4995	ROMEOVILLE	5220	SCHILLER PARK
5000	ROODHOUSE	5225	SCHRAM CITY
5003	ROSCOE	5230	SCIOTA
5005	ROSE HILL	5234	SCOTT AFB
5010	ROSELLE	5235	SCOTTVILLE
5015	ROSEMONT	5240	SEATON
5020	ROSEVILLE	5245	SEATONVILLE
5025	ROSEWOOD HEIGHTS	5250	SECOR
5030	ROSICLARE	5255	SENECA

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
5260	SESSER	5500	STANDARD CITY
5265	SHABBONA	5505	STANFORD
5275	SHANNON	5510	STAUNTON
5280	SHAWNEETOWN	5515	STEELEVILLE
5285	SHEFFIELD	5520	STEGER
5290	SHELBYVILLE	5525	STERLING
5295	SHELDON	5530	STEWARD
5300	SHERIDAN	5535	STEWARDSON
5301	SHERMAN	5540	STICKNEY
5305	SHERRARD	5545	STILLMAN VALLEY
5310	SHILOH	5550	STOCKTON
5315	SHIPMAN	5555	STONEFORT
5320	SHOREWOOD	5560	STONE PARK
5325	SHUMWAY	5565	STONINGTON
5330	SIBLEY	5570	STOY
5335	SIDELL	5575	STRASBURG
5340	SIDNEY	5580	STRAWN
5345	SIGEL	5585	STREAMWOOD
5350	SILVIS	5590	STREATOR
5355	SIMPSON	5595	STRONGHURST
5360	SIMS	5600	SUBLETTE
5365	SKOKIE	5605	SUGAR GROVE
5370	SLEEPY HOLLOW	5610	SULLIVAN
5375	SMITHBORO	5615	SUMMERFIELD
5380	SMITHFIELD	5620	SUMMIT
5385	SMITHTON	5625	SUMNER
5390	SOMONAUK	5633	SUN RIVER TERRACE
5395	SORENTO	5635	SWANSEA
5397	SOUTH BARRINGTON	5640	SYCAMORE
5400	SOUTH BELOIT	5645	SYMERTON
5405	SOUTH CHICAGO HTS	5650	TABLE GROVE
5410	SOUTH ELGIN	5655	TALLULA
5415	SOUTHERN VIEW	5660	TAMAROA
5420	SOUTH HOLLAND	5665	TAMMS
5425	SOUTH JACKSONVILLE	5670	TAMPICO
5430	SOUTH PEKIN	5675	TAYLOR SPRINGS
5435	SOUTH ROXANA	5680	TAYLORVILLE
5440	SOUTH STREATOR	5685	TENNESSEE
5445	SOUTH WILMINGTON	5690	TEUTOPOLIS
5450	SPARLAND	5695	THAWVILLE
5455	SPARTA	5700	THAYER
5460	SPAULDING	5705	THEBES
5465	SPILLERTOWN	5707	THIRD LAKE
5470	SPRING BAY	5710	THOMASBORO
5475	SPRINGERTON	5715	THOMPSONVILLE
5480	SPRINGFIELD	5720	THOMSON
5485	SPRING GROVE	5725	THORNTON
5490	SPRING VALLEY	5730	TILDEN
5497	STANDARD	5735	TILTON

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
5737	TIMBERLANE	5963	VIRGIL
5740	TIME	5965	VIRGINIA
5745	TINLEY PARK	5966	VOLO
5750	TISKILWA	5968	WADSWORTH
5755	TOLEDO	5970	WAGGONER
5760	TOLONO	5977	WALNUT
5765	TOLUCA	5980	WALNUT HILL
5770	TONICA	5985	WALSHVILLE
5775	TOPEKA	5990	WALTONVILLE
5785	TOULON	5995	WAMAC
5788	TOVEY/HUMPHREY	6000	WAPELLA
5790	TOWANDA	6010	WARREN
5795	TOWER HILL	6015	WARRENSBURG
5797	TOWER LAKES	6020	WARRENVILLE
5800	TREMONT	6025	WARSAW
5805	TRENTON	6030	WASHBURN
5808	TROUT VALLEY	6035	WASHINGTON
5810	TROY	6040	WASHINGTON PARK
5815	TROY GROVE	6045	WATAGA
5820	TUSCOLA	6050	WATERLOO
5825	ULLIN	6055	WATERMAN
5830	UNION	6060	WATSEKA
5835	UNION HILL	6065	WATSON
5838	UNIVERSITY PARK	6070	WAUCONDA
5845	URBANA	6075	WAUKEGAN
5847	URSA	6080	WAVERLY
5850	VALIER	6087	WAYNE
5855	VALLEY CITY	6090	WAYNE CITY
5860	VALLEY VIEW	6095	WAYNESVILLE
5865	VALMEYER	6100	WELDON
5870	VANDALIA	6105	WELLINGTON
5875	VARNA	6110	WENONA
5880	VENEDY	6115	WENONAH
5885	VENETIAN VILLAGE	6120	WEST BROOKLYN
5890	VENICE	6125	WESTCHESTER
5895	VERGENNES	6130	WEST CHICAGO
5905	VERMILION	6135	WEST CITY
5906	VERMILION HEIGHTS	6140	WEST DUNDEE
5910	VERMONT	6145	WESTERN SPRINGS
5915	VERNON	6150	WESTFIELD
5920	VERNON HILLS	6155	WEST FRANKFORT
5925	VERONA	6165	WESTMONT
5930	VERSAILLES	6168	WEST PEORIA
5935	VICTORIA	6170	WEST POINT
5940	VIENNA	6175	WEST SALEM
5945	VILLA GROVE	6185	WESTVILLE
5950	VILLA PARK	6190	WHEATON
5955	VIOLA	6195	WHEELER
5960	VIRDEN	6200	WHEELING

MUNICIPALITY LIST

<u>Code</u>	<u>Municipality</u>	<u>Code</u>	<u>Municipality</u>
6205	WHITEASH		
6210	WHITE CITY		
6215	WHITE HALL		
6218	WILDWOOD		
6220	WILLIAMSFIELD		
6225	WILLIAMSON		
6230	WILLIAMSVILLE		
6235	WILLISVILLE		
6240	WILLOWBROOK		
6245	WILLOW HILL		
6250	WILLOW SPRINGS		
6255	WILMETTE		
6260	WILMINGTON		
6265	PATTERSON/WILMINGTON		
6270	WILSONVILLE		
6275	WINCHESTER		
6280	WINDSOR		
6285	NEW WINDSOR/WINDSOR		
6295	WINFIELD		
6300	WINNEBAGO		
6305	WINNETKA		
6310	WINSLOW		
6315	WINTHROP HARBOR		
6320	WITT		
6326	WONDER LAKE		
6327	WONDER LAKE		
6330	WOOD DALE		
6335	WOODHULL		
6340	WOODLAND		
6345	WOODLAWN		
6350	WOODRIDGE		
6355	WOOD RIVER		
6360	WOODSON		
6365	WOODSTOCK		
6370	WORDEN		
6375	WORTH		
6380	WYANET		
6385	WYOMING		
6390	XENIA		
6395	YALE		
6400	YATES CITY		
6405	YORKVILLE		
6410	ZEIGLER		
6415	ZION		

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Adams	01	Beverly
	02	Burton
	03	Camp Point
	04	Clayton
	05	Columbus
	06	Concord
	07	Ellington
	08	Fall Creek
	09	Gilmer
	10	Honey Creek
	11	Houston
	12	Keene
	13	Liberty
	14	Lima
	15	Mckee
	16	Melrose
	17	Mendon
	18	Northeast
	19	Payson
	20	Quincy (Quincy)
	21	Richfield
	22	Riverside
	23	Ursa
	AL	Bailey Pk Dist
	AZ	Beverly Pk Dist
	HK	Liberty Twp Pk Dist
	KW	Quincy Pk Dist
Alexander	01	Co Unit Road Dist
Bond	01	Burgess
	02	Central
	03	Lagrange
	04	Mills
	05	Mulberry Grove
	06	Old Ripley
	07	Pleasant Mound
	08	Shoal Creek
	09	Tamalco
	GS	Kingsbury Pk Dist
Boone	01	Belvidere
	02	Bonus
	03	Boone
	04	Caledonia
	05	Flora
	06	Leroy

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Boone (cont)	07	Manchester
	08	Poplar Grove
	09	Spring
	ZZ	Adjacent State Township
	AT	Belvidere Pk Dist
	BG	Boone Co Cons Dist
Brown	01	Buckhorn
	02	Cooperstown
	03	Elkhorn
	04	Lee
	05	Missouri
	06	Mount Sterling
	07	Pea Ridge
	08	Ripley
	09	Versailles
Bureau	01	Arispie
	02	Berlin
	03	Bureau
	04	Clarion
	05	Concord
	06	Dover
	07	Fairfield
	08	Gold
	09	Greenville
	10	Hall
	11	Indiantown
	12	Lamoille
	13	Leepertown
	14	Macon
	15	Manlius
	16	Milo
	17	Mineral
	18	Neponset
	19	Ohio
	20	Princeton
	21	Selby
	22	Walnut
	23	Westfield
	24	Wheatland
	25	Wyanet
	KR	Princeton Pk Dist
	ND	Walnut Pk Dist
Calhoun	01	Co Unit Road Dist
	KJ	Pleasant Hill Pk Dist

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Carroll	01	Cherry Grove - Shannon
	02	Elkhorn Grove
	03	Fairhaven
	04	Freedom
	06	Mount Carroll
	07	Rock Creek - Lima
	08	Salem
	09	Savanna
	11	Washington
	12	Woodland
	13	Wysox
	14	York
	IM	Milledgeville Pk Dist
	LS	Savanna Twp Pk Dist
Cass	01	Arenzville
	02	Ashland
	03	Beardstown
	04	Bluff Springs
	05	Chandlerville
	06	Hagener
	07	Newmansville
	08	Panther Creek
	09	Philadelphia
	10	Sangamon Valley
	11	Virginia
Champaign	AR	Beardstown Pk Dist
	01	Ayers
	02	Brown
	03	Champaign
	54	Champaign City (Champaign)
	05	Colfax
	06	Compromise
	07	Condit
	08	Crittenden
	59	Cunningham (Urbana City)
	10	East Bend
	11	Harwood
	12	Hensley
	13	Kerr
	14	Ludlow
	15	Mahomet
	16	Newcomb
	17	Ogden
	18	Pesotum

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Champaign (cont)	19	Philo
	20	Rantoul
	21	Raymond
	22	Sadorus
	24	Scott
	25	Sidney
	26	Somer
	27	South Homer
	23	St Joseph
	28	Stanton
	29	Tolono
	30	Urbana
	CF	Chmpgn Co For Pres Dist
	CG	Chmpgn Pk Dist
	KX	Rantoul Pk Dist
	MS	Tolono Pk Dist
	MW	Urbana Pk Dist
Christian	01	Assumption
	02	Bear Creek
	03	Buckhart
	04	Greenwood
	05	Johnson
	06	King
	07	Locust
	08	May
	09	Mosquito
	10	Mt Auburn
	11	Pana
	12	Prairieton
	13	Ricks
	14	Rosamond
	15	South Fork
	16	Stonington
	17	Taylorville
	KQ	Prairieton General Pk Dist
	MN	Tylrvl Com Pleasure Dr & Pk Dst
Clark	01	Anderson
	02	Auburn
	03	Casey
	04	Darwin
	05	Dolson
	06	Douglas
	07	Johnson
	08	Marshall
	09	Martinsville

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Clark (cont)	10	Melrose
	11	Orange
	12	Parker
	13	Wabash
	14	Westfield
	15	York
	ZZ	Adjacent State Township
	CB	Casey Twp Pk Dist
	CS	Clark Co Pk Dist
Clay	01	Bible Grove
	02	Blair
	03	Clay City
	04	Harter
	05	Hoosier
	06	Larkinsburg
	07	Louisville
	08	Oskaloosa
	09	Pixley
	10	Songer
	11	Stanford
	12	Xenia
Clinton	01	Breese
	02	Brookside
	03	Carlyle
	04	Clement
	05	East Fork
	06	Germantown
	07	Irishtown
	08	Lake
	09	Looking Glass
	10	Meridian
	12	Santa Fe
	11	St Rose
	13	Sugar Creek
	14	Wade
	15	Wheatfield
	FC	Germantown Pk Dist
Coles	01	Ashmore
	02	Charleston
	03	East Oakland
	04	Humboldt
	05	Hutton
	06	Lafayette
	07	Mattoon

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Coles (cont)	08	Morgan
	09	North Okaw
	10	Paradise
	11	Pleasant Grove
	12	Seven Hickory
	AI	Arthur Comm Pk Dist
	CI	Charleston Pk Dist
	CJ	Charleston Playground & Rec Dpt
	DU	East Oakland Pk Dist
	ID	Mattoon Twp Pk Dist
Cook	01	Barrington
	52	Berwyn (Berwyn)
	03	Bloom
	04	Bremen
	05	Calumet
	56	Cicero (Cicero)
	07	Elk Grove
	58	Evanston (Evanston)
	09	Hanover
	60	Hyde Pk (Chicago)
	61	Jefferson (Chicago)
	62	Lake (Chicago)
	63	Lake View (Chicago)
	14	Lemont
	15	Leyden
	16	Lyons
	17	Maine
	99	New Trier (New Trier)
	98	Niles (Niles)
	70	North Chicago (Chicago)
	21	Northfield
	22	Norwood Pk
	73	Oak Pk (Oak Pk)
	24	Orland
	25	Palatine
	26	Palos
	27	Proviso
	28	Rich
	79	River Forest (River Forest)
	97	Riverside
	81	Rogers Pk (Chicago)
	32	Schaumburg
	83	South Chicago (Chicago)
	34	Stickney
	35	Thornton
	86	West Chicago (Chicago)

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Cook (cont)	37	Wheeling
	38	Worth
	ZZ	Adjacent State Township
	AE	Alsip Pk Dist
	AG	Arlington Heights Pk Dist
	AM	Barrington Countryside Pk Dist
	AN	Barrington Pk Dist
	AP	Bartlett Pk Dist
	AS	Bedford Pk Dist
	AU	Bensenville Pk Dist
	AW	Berkeley Pk Dist
	AX	Berwyn Pk Dist
	AY	Berwyn Playground & Rec Comm
	BE	Blue Island Pk Dist
	BI	Bridgeview Pk Dist
	BJ	Broadview Pk Dist
	BK	Buffalo Grove Pk Dist
	BM	Burr Ridge Pk Dist
	BR	Calumet Memorial Pk Dist
	CC	Central Area Pk Dist
	CD	Central Stickney Pk Dist
	CL	Chicago Heights Pk Dist
	CM	Chicago Pk Dist
	CN	Chicago Ridge Pk Dist
	CT	Clyde Pk Dist
	CX	Cntry Club Hills Pk Dist
	CV	Comm Pk Dist
	CW	Cook Co For Pres Dist
	DI	Deerfield Pk Dist
	DL	Desplaines Pk Dist
	DP	Dolton Pk Dist
	DZ	Elk Grove Pk Dist
	EA	Elmhurst Pk Dist
	EN	Forest View Pk Dist
	ET	Frankfort Sq Pk Dist
	EU	Franklin Pk Pk Dist
	FE	Glencoe Pk-Rec Dist
	FF	Glenview Pk Dist
	FG	Golf Maine Pk Dist
	FT	Hanover Pk Pk Dist
	FV	Harvey Pk Dist
	FW	Hawthorne Pk Dist
	FX	Hazel Crest Pk Dist
	GA	Hickory Hills Pk Dist
	GB	Hoffman Estates Pk Dist
	GD	Homewd-Flossmoor Pk Dist
	GI	Inverness Pk Dist

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Cook (cont)	GL	Ivanhoe Pk Dist
	GQ	Kenilworth Pk Dist
	HC	Lan-Oak Pk Dist
	HG	Lemont Twp Pk Dist
	HL	Lighthouse Pk Dist
	HP	Lincolnwd Pks & Rec Dept
	IA	Markham Pk Dist
	IE	McCook-Hodgkins Pk Dist
	IH	Memorial Pk Dist
	IK	Midlothian Pk Dist
	IN	Mokena Comm Pk Dist
	IR	Morton Grove Pk Dist
	IT	Mount Prospect Pk Dist
	JC	Niles Pk Dist
	JE	Norridge Pk Dist
	JF	North Berwyn Pk Dist
	JG	Northbrook Pk Dist
	JH	Northfield Pk Dist
	JJ	Oak Forest Pk Dist
	JK	Oak Lawn Pk Dist
	JN	Olympia Field Pk Dist
	JQ	Orland Pk Rec & Pk Dept
	JS	Palatine Pk Dist
	KD	Phoenix Pk Dist
	JT	Pk Dist Of Forest Pk
	JV	Pk Dist Of Lagrange
	JW	Pk Dist Of Oak Pk
	JX	Pk Forest Rec & Pks Dept
	JY	Pk Ridge Rec & Pk Dist
	KI	Pleasant Dale Pk Dist
	KM	Plum Grove Cntryside Pk Dist
	KP	Posen Pk Dist
	KT	Prospect Heights Pk Dist
	KZ	Ridgeville Pk Dist
	LA	River Forest Pk Dist
	LB	River Trails Pk Dist
	LC	Riverdale Pk Dist
	LE	Robbins Pk Dist
	LH	Rolling Meadows Pk Dist
	LK	Rosemont Pk Dist
	LQ	Salt Creek Rural Pk Dist
	LT	Schaumburg Pk Dist
	LV	Skokie Pk Dist
	LW	So Barrington Pk Dist
	LX	So Holland Pks & Rec Dept
	LZ	So Stickney Pk Dist
	MI	Streamwood Pk Dist

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Cook (cont)	MJ	Summit Pk Dist
	MQ	Tinley Pk Dist
	NC	Veterans Pk Dist
	NK	West Maywood Pk Dist
	NL	Westchester Pk Dist
	NM	Westdale Pk Dist
	NN	Western Springs Pk Dist
	NR	Wheeling Pk Dist
	NU	Wilmette Pk Dist
	NX	Winnetka Pk Dist
	PB	Worth-Palos Pk Dist
Crawford	01	Honey Creek
	02	Hutsonville
	03	Lamotte
	04	Licking
	05	Martin
	06	Montgomery
	07	Oblong
	08	Prairie
	09	Robinson
	10	Southwest
	GG	Hutsonville Pk Dist
Cumberland	HB	Lamotte Twp Pk Dist
	01	Cottonwood
	02	Crooked Creek
	03	Greenup
	04	Neoga
	05	Spring Point
	06	Sumpter
	07	Union
	08	Woodbury
	ML	Sumpter Twp Pk Dist
DeKalb	01	Afton
	02	Clinton
	03	Cortland
	04	DeKalb
	05	Franklin
	06	Genoa
	07	Kingston
	08	Malta
	09	Mayfield
	10	Milan
	11	Paw Paw
	12	Pierce

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
DeKalb (cont)	13	Sandwich
	14	Shabbona
	15	Somonauk
	16	South Grove
	17	Squaw Grove
	18	Sycamore
	19	Victor
	DF	DeKalb Co For Pres Dist
	DG	DeKalb Pk Dist
	EV	Franklin Twp Pk Dist
	FB	Genoa Twp Pk Dist
	GT	Kingston Twp Pk Dist
	LR	Sandwich Pk Dist
	MM	Sycamore Pk Dist
Dewitt	01	Barnett
	02	Clintonia
	03	Creek
	04	Dewitt
	05	Harp
	06	Nixon
	07	Rutledge
	08	Santa Anna
	09	Texas
	10	Tunbridge
	11	Wapella
	12	Waynesville
	13	Wilson
Douglas	01	Arcola
	02	Bourbon
	03	Bowdre
	04	Camargo
	05	Garrett
	06	Murdock
	07	Newman
	08	Sargent
	09	Tuscola
	AI	Arthur Comm Pk Dist
Dupage	01	Addison
	02	Bloomingtondale
	03	Downers Grove
	04	Lisle
	05	Milton
	06	Naperville
	07	Wayne

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Dupage (cont)	08	Winfield
	09	York
	AA	Addison Pk Dist
	AP	Bartlett Pk Dist
	AU	Bensenville Pk Dist
	BD	Bloomingtondale Pk Dist
	BM	Burr Ridge Pk Dist
	BN	Butterfield Pk Dist
	BW	Carol Stream Pk Dist
	CM	Chicago Pk Dist
	CR	Clarendon Hills Pk Dist
	DE	Darien Pk Dist
	DR	Downers Grove Pk Dist
	EA	Elmhurst Pk Dist
	EK	For Pres Dist Of Dupage Co
	EQ	Fox Valley Pk Dist
	FD	Glen Ellyn Pk Dist
	FH	Golfview Hills Pk Dist
	FT	Hanover Pk Pk Dist
	GK	Itasca Pk Dist
	HQ	Lisle Pk Dist
	HT	Lombard Pk Dist
	IG	Medinah Pk Dist
	IY	Naperville Pk Dist
	JI	Oak Brook Pk Dist
	JL	Oakbrook Ter Pk Dist
	KF	Pick Sub-Div Pk Dist
	LJ	Roselle Pk Dist
	LM	Round Grove Pk Dist
	MB	St Charles Pk Dist
	MU	Tri-State Pk Dist
	NJ	West Chicago Pk Dist
	NP	Westmont Pk Dist
	NQ	Wheaton Pk Dist
	NV	Winfield Pk Dist
	NZ	Wood Dale Pk Dist
	PA	Woodridge Pk Dist
	PC	York Center Pk Dist
	EG	53 Trails Pk Dist
Edgar	01	Brouilletts Creek
	02	Buck
	03	Edgar
	04	Elbridge
	05	Embarrass
	06	Grandview
	07	Hunter

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Edgar (cont)	08	Kansas
	09	Paris
	10	Prairie
	11	Ross
	12	Shiloh
	13	Stratton
	14	Symmnes
	15	Young America
	ZZ	Adjacent State Township
Edwards	01	Road Dist #01
	02	Road Dist #02
	03	Road Dist #03
	04	Road Dist #04
	05	Road Dist #05
	06	Road Dist #06
	07	Road Dist #07
	08	Road Dist #08
	14	Road Dist #14
	15	Road Dist #15
	59	Road Dist #59 (Albion)
	63	Road Dist #63 (West Salem)
	AB	Albion Pk Dist
Effingham	01	Banner
	02	Bishop
	03	Douglas
	04	Jackson
	05	Liberty
	06	Lucas
	07	Mason
	08	Moccasin
	09	Mound
	10	St Francis
	11	Summit
	12	Teutopolis
	13	Union
	14	Watson
	15	West
	DX	Effingham Pk Dist
Fayette	01	Avena
	02	Bear Grove
	03	Bowling Green
	04	Carson
	06	Kaskaskia
	07	Laclede

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Fayette (cont)	08	Lone Grove
	09	Loudon
	05	North Hurricane
	10	Otego
	11	Pope
	12	Ramsey
	13	Sefton
	14	Seminary
	15	Shafter
	16	Sharon
	17	South Hurricane
	18	Vandalia
	19	Wheatland
	20	Wilberton
	MD	St Elmo Comm Pk Dist
	MY	Vandalia Pk Dist
Ford	01	Brenton
	02	Button
	03	Dix
	04	Drummer
	05	Lyman
	06	Mona
	07	Patton
	08	Peach Orchard
	09	Pella
	10	Rogers
	11	Sullivant
	12	Wall
	JZ	Paxton Pk Dist
Franklin	01	Barren
	02	Benton
	03	Browning
	04	Cave
	05	Denning
	06	Eastern
	07	Ewing
	08	Frankfort
	09	Goode
	10	Northern
	11	Six Mile
	12	Tyrone
	AV	Benton Comm Pk Dist
	ER	Frankfort Comm Pk Dist
Fulton	01	Astoria

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Fulton (cont)	02	Banner
	03	Bernadotte
	04	Buckheart
	05	Canton
	06	Cass
	07	Deerfield
	08	Ellisville
	09	Fairview
	10	Farmers
	11	Farmington
	12	Harris
	13	Isabel
	14	Joshua
	15	Kerton
	16	Lee
	17	Lewistown
	18	Liverpool
	19	Orion
	20	Pleasant
	21	Putman
	22	Union
	23	Vermont
	24	Waterford
	25	Woodland
	26	Young Hickory
	AJ	Astoria Pk Dist
	BS	Canton Pk Dist
	EF	Farmington Twp Pk Dist
	HI	Lewistown Twp Pk Dist
	KV	Putnam Twp Pk Dist
	MX	Valley Pk Dist
Gallatin	01	Asbury
	02	Bowlesville
	03	Eagle Creek
	04	Equality
	05	Gold Hill
	06	New Haven
	07	North Fork
	08	Omaha
	09	Ridgway
	10	Shawnee
Greene	01	Athensville
	02	Bluffdale
	03	Carrollton
	04	Kane

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Greene (cont)	05	Linder
	06	Patterson
	07	Rockbridge
	08	Roodhouse
	09	Rubicon
	10	Walkerville
	11	White Hall
	12	Woodville
Grundy	13	Wrights
	01	Aux Sable
	02	Braceville
	03	Erienna
	04	Felix
	05	Garfield
	06	Goodfarm
	07	Goose Lake
	08	Greenfield
	09	Highland
	10	Maine
	11	Mazon
	12	Morris
	13	Nettle Creek
	14	Norman
	15	Saratoga
	16	Vienna
	17	Wauponsee
Hamilton	01	Beaver Creek
	02	Crook
	03	Crouch
	04	Dahlgren
Hamilton	05	Flannigan
	06	Knights Prairie
	08	Mayberry
	07	Mcleansboro
	09	South Crouch
	10	South Flannigan
	11	South Twigg
	12	Twigg
Hancock	01	Appanoose
	02	Augusta
	03	Bear Creek
	04	Carthage
	05	Chili
	06	Dallas City

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Hancock (cont)	07	Durham
	08	Fountain Green
	09	Hancock
	10	Harmony
	11	Laharpe
	12	Montebello
	13	Nauvoo
	14	Pilot Grove
	15	Pontoosuc
	16	Prairie
	17	Rock Creek
	18	Rocky Run
	21	Sonora
	19	St Albans
	20	St Mary
	22	Walker
	23	Warsaw (Warsaw)
	24	Wilcox
	25	Wythe
	BY	Carthage Pk Dist
	CP	Chili Pk Dist
	DC	Dallas City Pk Dist
	FR	Hamilton Pk Dist
	GW	Laharpe Pk Dist
	IZ	Nauvoo Pk Dist
	NE	Warsaw Pk Dist
Hardin	01	Co Unit Road Dist
Henderson	01	Bald Bluff
	02	Biggsville
	03	Carman
	04	Gladstone
	05	Lomax
	06	Media
	07	Oquawka
	08	Raritan
	09	Rozetta
	10	Stronghurst
	11	Terre Haute
Henry	DC	Dallas City Pk Dist
	01	Alba
	02	Andover
	03	Annawan
	04	Atkinson
	05	Burns
	06	Cambridge

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Henry (cont)	07	Clover
	08	Colona
	09	Cornwall
	10	Edford
	11	Galva
	12	Geneseo
	13	Hanna
	14	Kewanee
	15	Loraine
	16	Lynn
	17	Munson
	18	Osco
	19	Oxford
	20	Phenix
	21	Weller
	22	Western
	23	Wethersfield
	24	Yorktown
	EY	Galva Pk Dist
	EZ	Geneseo Comm Pk Dist
	GR	Kewanee Pk Dist
	GV	Lafayette Pk Dist
	KS	Prophetstown Pk Dist
Iroquois	01	Artesia
	02	Ash Grove
	03	Ashkum
	04	Beaver
	05	Beaverville
	06	Belmont
	07	Chebanse
	08	Concord
	09	Crescent
	10	Danforth
	11	Douglas
	12	Fountain Creek
	13	Iroquois
	14	Loda
	15	Lovejoy
	16	Martinton
	17	Middleport
	18	Milford
	19	Milks Grove
	20	Onarga
	21	Papineau
	22	Pigeon Grove
	23	Prairie Green

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Iroquois (cont)	24	Ridgeland
	25	Sheldon
	26	Stockland
	ZZ	Adjacent State Township
	DQ	Douglas Pk Dist
	IL	Milford Pk Dist
Jackson	01	Bradley
	02	Carbondale
	03	Degognia
	04	Desoto
	05	Elk
	06	Fountain Bluff
	07	Grand Tower
	08	Kinkaid
	09	Levan
	10	Makanda
	11	Murphysboro
	12	Ora
	13	Pomona
	14	Sand Ridge
	15	Somerset
	16	Vergennes
	BU	Carbondale Pk Dist
	FI	Grand Tower Pk Dist
	IX	Murphysboro Pk Dist
Jasper	01	Crooked Creek
	02	Fox
	03	Grandville
	04	Grove
	05	Hunt City
	06	North Muddy
	08	Smallwood
	09	South Muddy
	07	Ste Marie
	10	Wade
	11	Willow Hill
Jefferson	01	Bald Hill
	02	Blissville
	03	Casner
	04	Dodds
	05	Elk Prairie
	06	Farrington
	07	Field
	08	Grand Prairie

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Jefferson (cont)	09	McClellan
	10	Moores Prairie
	11	Mount Vernon
	12	Pendleton
	13	Rome
	14	Shiloh
	15	Spring Garden
	16	Webber
Jersey	01	Elsah
	02	English
	03	Fidelity
	04	Jersey
	05	Mississippi
	06	Otter Creek
	07	Piasa
	08	Quarry
	09	Richwood
	10	Rosedale
	11	Ruyle
JoDaviess	01	Apple River
	02	Berreman
	03	Council Hill
	04	Derinda
	05	Dunleith
	06	East Galena
	07	Elizabeth
	08	Guilford
	09	Hanover
	10	Menominee
	11	Nora
	12	Pleasant Valley
	13	Rawlins
	14	Rice
	15	Rush
	16	Scales Mound
	17	Stockton
	18	Thompson
	19	Vinegar Hill
	20	Wards Grove
	21	Warren
	22	West Galena
	23	Woodbine
	ZZ	Adjacent State Township
	BB	Black Hawk Pk Dist
	DT	Dunleith Pk Dist

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
JoDaviess (cont)	MH	Stockton Twp Mem Pk Dist
Johnson	01	Co Unit Road Dist
Kane	01	Aurora
	02	Batavia
	03	Big Rock
	04	Blackberry
	05	Burlington
	06	Campton
	07	Dundee
	08	Elgin
	09	Geneva
	10	Hampshire
	11	Kaneville
	12	Plato
	13	Rutland
	14	St Charles
	15	Sugar Grove
	16	Virgil
	AQ	Batavia Pk Dist
	BA	Big Rock Sugar Gr Pk Dist
	BL	Burlington Pk Dist
	DS	Dundee Twp Pk Dist
	EL	For Pres Dist Of Kane Co
	EQ	Fox Valley Pk Dist
	FA	Geneva Pk Dist
	FS	Hampshire Twp Pk Dist
	GF	Huntley Pk Dist
	MB	St Charles Pk Dist
Kankakee	01	Aroma
	02	Bourbonnais
	03	Essex
	04	Ganeer
	05	Kankakee
	06	Limestone
	07	Manteno
	08	Momence
	09	Norton
	10	Otto
	11	Pembroke
	12	Pilot
	13	Rockville
	15	Salina
	14	St Anne
	16	Sumner

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Kankakee (cont)	17	Yellowhead
	ZZ	Adjacent State Township
	GN	Kankakee Valley Pk Dist
	HM	Limestone Pk Dist
	IP	Momence Pk Dist
Kendall	01	Big Grove
	02	Bristol
	03	Fox
	04	Kendall
	05	Lisbon
	06	Little Rock
	07	Na-Au-Say
	08	Oswego
	09	Seward
	GP	Kendall Co For Pres Dist
	JR	Oswegoland Pk Dist
	LR	Sandwich Pk Dist
Knox	01	Cedar
	02	Chestnut
	03	Copley
	04	Elba
	05	Galesburg
	56	Galesburg City (Galesburg)
	07	Haw Creek
	08	Henderson
	09	Indian Point
	10	Knox
	11	Lynn
	12	Maquon
	13	Ontario
	14	Orange
	15	Persifer
	16	Rio
	17	Salem
	18	Sparta
	19	Truro
	20	Victoria
	21	Walnut Grove
	GV	Lafayette Pk Dist
Lake	01	Antioch
	02	Avon
	03	Benton
	04	Cuba
	96	Deerfield (Deerfield)

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Lake (cont)	06	Ela
	07	Fremont
	08	Grant
	09	Lake Villa
	10	Libertyville
	11	Newport
	12	Shields
	13	Vernon
	14	Warren
	15	Wauconda
	16	Waukegan
	17	West Deerfield
	68	Zion (Zion)
	ZZ	Adjacent State Township
	AF	Antioch Pk & Rec Dept
	AM	Barrington Cntryside Pk Dist
	AN	Barrington Pk Dist
	BK	Buffalo Grove Pk Dist
	DI	Deerfield Pk Dist
	EP	Foss Pk Dist
	FJ	Grandwood Pk Dist
	FM	Grayslake Comm Pk Dist
	FQ	Gurnee Pk Dist
	GY	Lake Barrington Pk Dist
	GZ	Lake Bluff Pk Dist
	HA	Lake Co For Pres Dist
	HU	Long Grove Pk Dist
	IW	Mundelein Pk & Rec Dist
	JU	Pk Dist Of Highland Pk
	LN	Round Lake Area Pk Dist
	NB	Vernon Hills Pk Dist
	NH	Wauconda Pk Dist
	NI	Waukegan Pk Dist
	NR	Wheeling Pk Dist
	NT	Wildwood Pk Dist
	PD	Zion Pk Dist
LaSalle	01	Adams
	02	Allen
	03	Brookfield
	04	Bruce
	05	Dayton
	06	Deer Pk
	07	Dimmick
	08	Eagle
	09	Earl
	10	Eden

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TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
LaSalle (cont)	11	Fall River
	12	Farm Ridge
	13	Freedom
	14	Grand Rapids
	15	Groveland
	16	Hope
	17	Lasalle
	18	Manlius
	19	Mendota
	20	Meriden
	21	Miller
	22	Mission
	23	Northville
	24	Ophir
	25	Osage
	26	Ottawa
	27	Otter Creek
	28	Peru
	29	Richland
	30	Rutland
	31	Serena
	32	South Ottawa
	33	Troy Grove
	34	Utica
	35	Vermilion
	36	Wallace
	37	Waltham
Lawrence	01	Allison
	02	Bond
	03	Bridgeport
	04	Christy
	05	Denison
	06	Lawrence
	07	Lukin
	08	Petty
	09	Russell
	HD	Lantermann Pk Dist
Lee	HE	Lawrence Pk Dist
	01	Alto
	02	Amboy
	03	Ashton
	04	Bradford
	05	Brooklyn
	06	China
	07	Dixon

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Lee (cont)	08	East Grove
	09	Hamilton
	10	Harmon
	11	Lee Center
	12	Marion
	13	May
	14	Nachusa
	15	Nelson
	16	Palmyra
	17	Reynolds
	18	South Dixon
	19	Sublette
	20	Viola
	21	Willow Creek
	22	Wyoming
	DN	Dixon Pk Dist
	ND	Walnut Pk Dist
Livingston	01	Amity
	02	Avoca
	03	Belle Prairie
	04	Broughton
	05	Charlotte
	06	Chatsworth
	07	Dwight
	08	Eppards Point
	09	Esmen
	10	Fayette
	11	Forrest
	12	Germanville
	13	Indian Grove
	14	Long Point
	15	Nebraska
	16	Nevada
	17	Newtown
	18	Odell
	19	Owego
	20	Pike
	21	Pleasant Ridge
	22	Pontiac
	23	Reading
	24	Rooks Creek
	25	Round Grove
	26	Saunemin
	27	Sullivan
	28	Sunbury
	29	Union

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Livingston (cont)	30	Waldo
	BT	Caps Pk Dist
	EI	Flanagan Comm Pk Dist
	JM	Odell Pk Dist
	KG	Pike Eppards Point Pk Dist
Logan	01	Aetna
	02	Atlanta
	03	Broadwell
	04	Chester
	05	Corwin
	06	East Lincoln
	07	Elkhart
	08	Eminence
	09	Hurlbut
	10	Laenna
	11	Lake Fork
	12	Mount Pulaski
	13	Oran
	14	Orvil
	15	Prairie Creek
	16	Sheridan
	17	West Lincoln
	AH	Armington Comm Pk Dist
	AK	Atlanta-Eminence Pk Dist
	CK	Chestnut Beason Pk Dist
McDonough	EC	Emden Pk Dist
	HN	Lincoln Pk Dist
	IU	Mount Pulaski Twp Pk Dist
	01	Bethel
	02	Blandinsville
	03	Bushnell
	04	Chalmers
	06	Eldorado
	07	Emmet
	08	Hire
	09	Industry
	10	Lamoine
	11	Macomb
	62	Macomb City (Macomb)
	13	Mound
	14	New Salem
	15	Prairie City
	16	Sciota
	17	Scotland
	05	Twp Dist #01

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
McDonough (cont)	19	Walnut Grove
	BC	Blandinsville Pk Dist
	HV	Macomb Pk Dist
McHenry	01	Alden
	02	Algonquin
	03	Burton
	04	Chemung
	05	Coral
	06	Dorr
	07	Dunham
	08	Grafton
	09	Greenwood
	10	Hartland
	11	Hebron
	13	Marengo
	12	McHenry
	14	Nunda
	15	Richmond
	16	Riley
	17	Seneca
McHenry	ZZ	Adjacent State Township
	AM	Barrington Cntryside Pk Dist
	BZ	Cary Pk Dist
	DA	Crystal Lake Manor Pk Dist
	DB	Crystal Lake Pk Dist
	GF	Huntley Pk Dist
	HY	Marengo Pk Dist
	IF	Mchenry Co Cons Dist
McLean	01	Allin
	02	Anchor
	03	Arrowsmith
	04	Bellflower
	05	Bloomington
	56	Bloomington City (Bloomington)
	07	Blue Mound
	08	Cheneys Grove
	09	Chenoa
	10	Cropsey
	11	Dale
	12	Danvers
	13	Dawson
	14	Downs
	15	Dry Grove
	16	Empire
	17	Funks Grove

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
McLean (cont)	18	Gridley
	19	Hudson
	20	Lawndale
	21	Lexington
	22	Martin
	23	Money Creek
	24	Mount Hope
	25	Normal
	26	Old Town
	27	Randolph
	28	Towanda
	29	West
	30	White Oak
	31	Yates
	AD	Allin Twp Pk Dist
	HF	Leroy Comm Pk Dist
	HJ	Lexington Pk Dist
Macon	01	Austin
	02	Blue Mound
	03	Decatur
	04	Friends Creek
	05	Harristown
	06	Hickory Point
	07	Illini
	08	Long Creek
	09	Maroa
	10	Milam
	11	Mt Zion
	12	Niantic
	13	Oakley
	14	Pleasant View
	15	South Macon
	16	South Wheatland
	17	Whitmore
	DH	Decatur Pk Dist
	EX	Friends Creek Pk Dist
	GH	Illini Twp Pk Dist
	HW	Macon Co Cons Dist
	NS	Whitmore Pk Dist
Macoupin	01	Barr
	02	Bird
	03	Brighton
	04	Brushy Mound
	05	Bunker Hill
	06	Cahokia

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Macoupin (cont)	07	Carlinville
	08	Chesterfield
	09	Dorchester
	10	Gillespie
	11	Girard
	12	Hillyard
	13	Honey Point
	14	Mount Olive
	15	Nilwood
	16	North Otter
	17	North Palmyra
	18	Polk
	19	Scottville
	20	Shaws Point
	21	Shipman
	22	South Otter
	23	South Palmyra
	24	Staunton
	25	Virden
	26	Western Mound
	BV	Carlinville Pk Dist
Madison	01	Alhambra
	52	Alton (Alton)
	03	Chouteau
	04	Collinsville
	05	Edwardsville
	06	Fort Russell
	07	Foster
	08	Godfrey (Godfrey)
	59	Granite City (Granite City)
	10	Hamel
	11	Helvetia
	12	Jarvis
	13	Leef
	14	Marine
	15	Moro
	16	Nameoki
	17	New Douglas
	18	Olive
	19	Omphghent
	20	Pin Oak
	22	Saline
	21	St Jacob
	23	Venice
	24	Wood River
	FK	Granite City Pk Dist

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Madison (cont)	LP	Roxana Comm Pk Dist
	ME	St Jacob Twp Pk Dist
	MV	Tri-Twp Pk Dist
	MZ	Venice Pk Dist
Marion	01	Alma
	02	Carrigan
	03	Centralia
	04	Foster
	05	Haines
	06	Iuka
	07	Kinmundy
	08	Meacham
	09	Odin
	10	Omega
	11	Patoka
	12	Raccoon
	13	Romine
	14	Salem
	15	Sandoval
	16	Stevenson
	17	Tonti
Marshall	01	Bell Plain
	02	Bennington
	03	Evans
	04	Henry
	05	Hopewell
	06	Lacon
	07	Laprairie
	08	Richland
	09	Roberts
	10	Saratoga
	11	Steuben
	12	Whitefield
	GX	Lacon Pk Dist
	MT	Toluca Pk Dist
Mason	01	Allens Grove
	02	Bath
	03	Crane Creek
	04	Forest City
	05	Havana
	06	Kilbourne
	07	Lynchburg
	08	Manito
	09	Mason City

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Mason (cont)	10	Pennsylvania
	11	Quiver
	12	Salt Creek
	13	Sherman
	DW	Easton Comm Pk Dist
	IC	Mason City Comm Pk Dist
Massac	01	Co Unit Road Dist
Menard	01	Road Dist #01
	02	Road Dist #02
	03	Road Dist #03
	04	Road Dist #04
	05	Road Dist #05
	06	Road Dist #06
	07	Road Dist #07
	58	Road Dist #08 (Petersburg)
	09	Road Dist #09
	10	Road Dist #10
	62	Road Dist #12 (Tallula)
	63	Road Dist #13 (Athens)
	64	Road Dist #14 (Greenview)
Mercer	01	Abington
	02	Duncan
	03	Eliza
	04	Greene
	05	Keithsburg
	06	Mercer
	07	Millersburg
	08	New Boston
	09	North Henderson
	10	Ohio Grove
	11	Perryton
	12	Preemption
	13	Richland Grove
	14	Rivoli
	15	Suez
	AC	Aledo Pk Dist
	LU	Seaton Pk Dist
Monroe	01	Road Dist #01
	02	Road Dist #02
	03	Road Dist #03
	04	Road Dist #04
	05	Road Dist #05
	06	Road Dist #06

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Monroe (cont)	07	Road Dist #07
	08	Road Dist #08
	09	Road Dist #09
	10	Road Dist #10
	NG	Waterloo Pk Dist
Montgomery	01	Audubon
	02	Bois D Arc
	03	Butler Grove
	04	East Fork
	05	Fillmore
	06	Grisham
	07	Harvel
	08	Hillsboro
	09	Irving
	10	Nokomis
	11	North Litchfield
	12	Pitman
	13	Raymond
	14	Rountree
	15	South Fillmore
	16	South Litchfield
	17	Walshville
	18	Witt
	19	Zanesville
	HR	Litchfield Pk Dist
	JD	Nokomis Comm Mem Pk Dist
	KY	Raymond Pk Dist
Morgan	01	Road Dist #01
	02	Road Dist #02
	03	Road Dist #03
	04	Road Dist #04
	05	Road Dist #05
	06	Road Dist #06
	08	Road Dist #08
	09	Road Dist #09
	10	Road Dist #10
	11	Road Dist #11
	12	Road Dist #12
	13	Road Dist #13
	64	Road Dist #14 (Jacksonville)
	65	Road Dist #15 (So Jacksonville)
Moultrie	01	Dora
	02	East Nelson
	03	Jonathan Creek

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Moultrie (cont)	04	Lovington
	05	Lowe
	06	Marrowbone
	07	Sullivan
	08	Whitley
	AI	Arthur Comm Pk Dist
	IB	Marrowbone Twp Pk Dist
Ogle	01	Brookville
	02	Buffalo
	03	Byron
	04	Dement
	05	Eagle Point
	06	Flagg
	07	Forreston
	08	Grand Detour
	09	Lafayette
	10	Leaf River
	11	Lincoln
	12	Lynnville
	13	Marion
	14	Maryland
	15	Monroe
	16	Mount Morris
	26	Oregon-Nashua
	19	Pine Creek
	20	Pine Rock
	21	Rockvale
	22	Scott
	23	Taylor
	24	White Rock
	25	Woosung
	BP	Byron Forest Preserve Dist
	BQ	Byron Pk Dist
	EH	Flagg-Rochelle Comm Pk Dist
	JP	Oregon Pk Dist
Peoria	01	Akron
	02	Brimfield
	03	Chillicothe
	04	Elmwood
	05	Hallock
	06	Hollis
	07	Jubilee
	08	Kickapoo
	09	Limestone
	10	Logan

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Peoria (cont)	11	Medina
	12	Millbrook
	64	Peoria City (Peoria)
	15	Princeville
	16	Radnor
	17	Richwoods
	18	Rosefield
	19	Timber
	20	Trivoli
	13	West Peoria
	CQ	Chillicothe Twp Pk Dist
	GC	Hollis Pk Dist
	KL	Pleasure Dr & Pk Dist Of Peo
Perry	01	Road Dist #01
	58	Road Dist #01-A (Duquoin)
	63	Road Dist #01-B (Tamaroa)
	64	Road Dist #01-C (St Johns)
	04	Road Dist #04
	61	Road Dist #04-A (Cutler)
	62	Road Dist #04-B (Willisville)
	02	Road Dist #04-2
	03	Road Dist #04-3
	05	Road Dist #05-2
	06	Road Dist #05-3
	57	Road Dist #05-3a (Pinckneyville)
	09	Road Dist #06-2
	10	Road Dist #06-3
Piatt	01	Bement
	02	Blue Ridge
	03	Cerro Gordo
	04	Goose Creek
	05	Monticello
	06	Sangamon
	07	Unity
	08	Willow Branch
	KE	Piatt Co For Pres Dist
Pike	01	Atlas
	02	Barry
	03	Chambersburg
	04	Cincinnati
	05	Derry
	06	Detroit
	07	Fairmount
	08	Flint

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Pike (cont)	09	Griggsville
	10	Hadley
	11	Hardin
	12	Kinderhook
	13	Levee
	14	Martinsburg
	15	Montezuma
	17	New Salem
	16	Newburg
	18	Pearl
	19	Perry
	20	Pittsfield
	21	Pleasant Hill
	22	Pleasant Vale
	23	Ross
	24	Spring Creek
	FP	Griggsville Pk Dist
	KJ	Pleasant Hill Pk Dist
Pope	01	Road Dist #01
	02	Road Dist #02
	60	Road Dist #10 (Golconda)
Pulaski	01	Co Unit Road Dist
Putnam	01	Granville
	02	Hennepin
	03	Magnolia
	04	Senachwine
	FY	Hennepin Pk Dist
	KU	Putnam Co Cons Dist
Randolph	01	Road Dist #01
	02	Road Dist #02
	03	Road Dist #03
	04	Road Dist #04
Richland	01	Bonpas
	02	Claremont
	03	Decker
	04	Denver
	05	German
	06	Madison
	07	Noble
	08	Olney
	09	Preston

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Rock Island	01	Andalusia
	02	Black Hawk
	03	Bowling
	04	Buffalo Prairie
	05	Canoe Creek
	06	Coal Valley
	07	Coe
	08	Cordova
	09	Drury
	10	Edgington
	11	Hampton
	62	Moline
	13	Port Byron
	64	Rock Island
	15	Rural
	16	South Moline
	17	South Rock Island
	18	Zuma
	LF	Rock Island For Pres Dist
St. Clair	51	Belleville (Belleville)
	02	Canteen
	03	Caseyville
	04	Centreville
	55	East St Louis (East St Louis)
	06	Englemann
	07	Fayetteville
	08	Freeburg
	09	Lebanon
	10	Lenzburg
	11	Marissa
	12	Mascoutah
	13	Millstadt
	14	New Athens
	15	O'fallon
	16	Prairie Dulong
	18	Shiloh Valley
	19	Smithton
	17	St Clair
	95	Stites
	21	Stookey
	22	Sugar Loaf
	CE	Centreville Rec & Pks Dept
	DV	East St Louis Pk Dist
	EE	Fairmont City Pk Dist
	GE	Horner Pk Dist
	JA	New Athens Pk Dist

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
St. Clair (cont)	MG	Stites Twp Pk Dist
Saline	01	Brushy
	02	Carrier Mills
	03	Cottage
	04	East Eldorado
	05	Galatia
	06	Harrisburg
	07	Independence
	08	Long Branch
	09	Mountain
	10	Raleigh
	11	Rector
	12	Stonefort
	13	Tate
	BX	Carrier Mills Twp Pk Dist
	DY	Eldrdo-Raleigh Pleasure Dr & Pk Dis
	FU	Harrisburg Twp Pk Dist
Sangamon	01	Auburn
	02	Ball
	03	Buffalo Hart
	54	Capital (Springfield)
	05	Cartwright
	06	Chatham
	07	Clear Lake
	08	Cooper
	09	Cotton Hill
	10	Curran
	11	Divernon
	12	Fancy Creek
	13	Gardner
	14	Illiopolis
	15	Island Grove
	16	Lanesville
	17	Loami
	18	Maxwell
	19	Mechanicsburg
	20	New Berlin
	21	Pawnee
	22	Rochester
	24	Springfield
	25	Talkington
	26	Williams
	27	Woodside
	MA	Springfield Pk Dist

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Schuyler	01	Bainbridge
	02	Birmingham
	03	Brooklyn
	04	Browning
	05	Buena Vista
	06	Camden
	07	Frederick
	08	Hickory
	09	Huntsville
	10	Littleton
	11	Oakland
	12	Rushville
	13	Woodstock
Scott	01	Road Dist #01
	02	Road Dist #02
	03	Road Dist #03
	04	Road Dist #04
	05	Road Dist #05
	06	Road Dist #06
	07	Road Dist #07
Shelby	01	Ash Grove
	02	Big Spring
	03	Clarksburg
	04	Cold Spring
	05	Dry Point
	06	Flat Branch
	07	Herrick
	08	Holland
	09	Lakewood
	10	Moweaqua
	11	Oconee
	12	Okaw
	13	Penn
	14	Pickaway
	15	Prairie
	16	Richland
	17	Ridge
	18	Rose
	19	Rural
	20	Shelbyville
	21	Sigel
	22	Todds Point
	23	Tower Hill
	24	Windsor

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Shelby (cont)	IV	Moweaqua Twp Pk Dist
Stark	01	Elmira
	02	Essex
	03	Goshen
	04	Osceola
	05	Penn
	06	Toulon
	07	Valley
	08	West Jersey
	BH	Bradford Pk Dist
	GV	Lafayette Pk Dist
Stephenson	01	Buckeye
	02	Dakota
	03	Erin
	04	Florence
	55	Freeport (Freeport)
	06	Harlem
	07	Jefferson
	08	Kent
	09	Lancaster
	10	Loran
	11	Oneco
	12	Ridott
	13	Rock Grove
	14	Rock Run
	15	Silver Creek
	16	Waddams
	17	West Point
	18	Winslow
	ZZ	Adjacent State Township
	EW	Freeport Pk Dist
	HH	Lena Comm Pk Dist
	KA	Pearl City Pk Dist
	NY	Winslow Pk Dist
Tazewell	01	Boynton
	02	Cincinnati
	03	Deer Creek
	04	Delavan
	05	Dillon
	06	Elm Grove
	07	Fondulac
	08	Groveland
	09	Hittle
	10	Hopedale

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Tazewell (cont)	11	Little Mackinaw
	12	Mackinaw
	13	Malone
	14	Morton
	15	Pekin
	16	Sand Prairie
	17	Spring Lake
	18	Tremont
	19	Washington
	AH	Armington Comm Pk Dist
	DK	Delavan Twp Pk Dist
	EC	Emden Pk Dist
	EJ	Fon Du Lac Pk Dist
	IS	Morton Pk Dist
	KB	Pekin Pk Dist
	KK	Pleasant View Pk Dist
	LY	South Pekin Pk Dist
	MP	Tazewell Co For Pres Dist
	NF	Washington Pk Dist
Union	01	Co Unit Road Dist
Vermilion	01	Blount
	02	Butler
	03	Carroll
	04	Catlin
	05	Danville
	06	Elwood
	07	Georgetown
	08	Grant
	09	Jamaica
	10	Love
	11	McKendree
	12	Middlefork
	13	Newell
	14	Oakwood
	15	Pilot
	16	Ross
	17	Sidell
	18	South Ross
	19	Vance
	ZZ	Adjacent State Township
	DD	Danville Pk & Rec Dept
	LL	Rossville Pk Dist
	NA	Vermilion Co Cons Dist
Wabash	01	Road Dist #01

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Wabash (cont)	02	Road Dist #02
	03	Road Dist #03
	04	Road Dist #04
	05	Road Dist #05
	06	Road Dist #06
	57	Road Dist #07 (Mount Carmel)
	58	Road Dist #08 (Bellmont)
	59	Road Dist #09 (Keensburg)
Warren	01	Berwick
	02	Coldbrook
	03	Ellison
	04	Floyd
	05	Greenbush
	06	Hale
	07	Kelly
	08	Lenox
	09	Monmouth
	10	Point Pleasant
	11	Roseville
	12	Spring Grove
	13	Sumner
	14	Swan
	15	Tompkins
	GU	Kirkwood Pk Dist
	IQ	Monmouth Pk Dist
Washington	01	Ashley
	02	Beaucoup
	03	Bolo
	04	Covington
	05	Dubois
	06	Hoyleton
	07	Irvington
	08	Johannisburg
	09	Lively Grove
	10	Nashville
	11	Oakdale
	12	Okawville
	13	Pilot Knob
	14	Plum Hill
	15	Richview
	16	Venedy
	II	Memorial Pk Dist
Wayne	01	Arrington
	02	Barnhill

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Wayne (cont)	03	Bedford
	04	Berry
	05	Big Mound
	06	Elm River
	07	Four Mile
	08	Garden Hill
	09	Grover
	10	Hickory Hill
	11	Indian Prairie
	12	Jasper
	13	Keith
	14	Lamard
	15	Leech
	16	Massilon
	17	Mount Erie
	18	Orchard
	19	Orel
	20	Zif
	ED	Fairfield Pk Dist
White	01	Burnt Prairie
	02	Carmi
	03	Emma
	04	Enfield
	05	Gray
	06	Hawthorne
	07	Heralds Prairie
	08	Indian Creek
	09	Mill Shoals
	10	Phillips
Whiteside	01	Albany
	02	Clyde
	03	Coloma
	04	Erie
	05	Fenton
	06	Fulton
	07	Garden Plain
	08	Genesee
	09	Hahnaman
	10	Hopkins
	11	Hume
	12	Jordan
	13	Lyndon
	14	Montmorency
	15	Mount Pleasant
	16	Newton

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Whiteside (cont)	17	Portland
	18	Prophetstown
	19	Sterling
	20	Tampico
	21	Union Grove
	22	Ustick
	CU	Coloma Twp Pk Dist
	IM	Milledgeville Pk Dist
	KS	Prophetstown Pk Dist
	MF	Sterling Pk Dist
	ND	Walnut Pk Dist
Will	01	Channahon
	02	Crete
	03	Custer
	04	Dupage
	05	Florence
	06	Frankfort
	07	Green Garden
	08	Homer
	09	Jackson
	10	Joliet
	11	Lockport
	12	Manhattan
	13	Monee
	14	New Lenox
	15	Peotone
	16	Plainfield
	17	Reed
	18	Troy
	19	Washington
	20	Wesley
	21	Wheatland
	22	Will
	23	Wilmington
	24	Wilton
	ZZ	Adjacent State Township
	BF	Bolingbrook Pk Dist
	CH	Channahon Comm Pk Dist
	CY	Crete Pk Dist
	CZ	Crete Rural Pk Dist
	EM	For Pres Dist Of Will Co
	ES	Frankfort Pk Dist
	ET	Frankfort Square Pk Dist
	GJ	Island Pk Dist
	GM	Joliet Pk Dist
	HS	Lockport Twp Pk Dist

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Will (cont)	HX	Manhattan Pk Dist
	IN	Mokena Comm Pk Dist
	IY	Naperville Pk Dist
	JB	New Lenox Pk Dist
	KC	Peotone Pk Dist
	JX	Pk Forest Rec & Pks Dept
	KH	Plainfield Twp Pk Dist
	LI	Romeoville Rec Dept
	MQ	Tinley Pk Dist
Williamson	01	Co Unit Road Dist
	FZ	Herrin Pk Dist
	HZ	Marion Pk Dist
Winnebago	01	Burritt
	02	Cherry Valley
	03	Durand
	04	Harlem
	05	Harrison
	06	Laona
	07	Owen
	08	Pecatonica
	09	Rockford
	10	Rockton
	11	Roscoe
	12	Seward
	13	Shirland
	14	Winnebago
	ZZ	Adjacent State Township
	LG	Rockford Pk Dist
	MK	Sumner Pk Dist
	NW	Winnebago Co For Pres Dist
Woodford	01	Cazenovia
	02	Clayton
	03	Cruger
	04	El Paso
	05	Greene
	06	Kansas
	07	Linn
	08	Metamora
	09	Minonk
	10	Montgomery
	11	Olio
	12	Palestine
	13	Panola
	14	Partridge

APPENDIX B

TOWNSHIP/ROAD DISTRICT LIST

<u>County</u>	<u>Code</u>	<u>Township Or Road District</u>
Woodford (cont)	15	Roanoke
	16	Spring Bay
	17	Worth
	FL	Grant Memorial Pk Dist
	IJ	Metamora Pk Dist
	LD	Roanoke Pk Dist

APPENDIX C
CLARIFICATION OF DATA ITEMS

<u>ITEM</u>	<u>FIGURE(S)</u>	<u>PAGE</u>
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Width Measurements	4.1	C-18
Culvert Examples	4.2	C-19
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Minimum Vertical Clearance	5.1	C-21
Minimum Vertical Underclearance	6.1	C-22
10-Foot Vertical Clearance	7.1	C-23
Sidewalk Width On	8.1	C-24
Minimum Lateral Underclearance	9.1	C-25
Length of Replaced Bridges	10.1	C-26

Suggested Abbreviations For Descriptive Items

ALT	–	Alternate	LN	–	Lane(s)
AV	–	Avenue	MI	–	Mile(s)
BL	–	Boulevard	N	–	North
BR	–	Bridge	OVR	–	Over
BYP	–	Bypass	PK	–	Parkway
CR	–	Circle	PL	–	Place
CL	–	Corporate Limit	RR	–	Railroad
CO	–	County	RRX	–	Railroad Crossing
COV	–	Covered	RP	–	Ramp
CT	–	Court	RV	–	River
CTY	–	City	RD	–	Road
DR	–	Drive	RDD	–	Road District
E	–	East	S	–	South
FR	–	From	ST	–	Street
FRNT	–	Frontage	TR	–	Terrace
I	–	Interstate	TWP	–	Township
ILL	–	Illinois	UDR	–	Under
JCT	–	Junction	W	–	West

The abbreviations for the intermediate compass points may be formed by combining the abbreviations for the cardinal points.

Example: Northeast = NE; South Southwest = SSW.

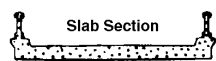
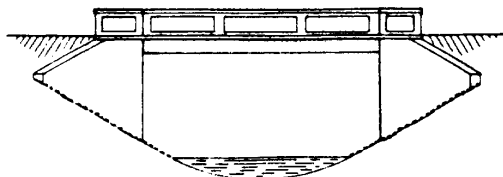
The direction abbreviations can be prefixed to CL to specify a particular corporate limit.

Example: East Corporate Limits = ECL.

Abbreviations for words not on this list may be used, provided their meanings are obvious and not easily confused with others.

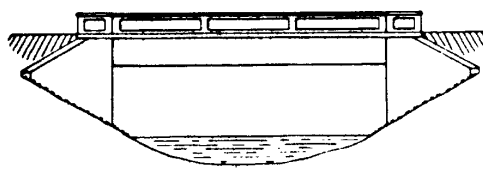
**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

Concrete Bridge Types



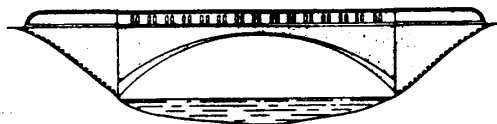
**Simple Span
Reinforced Concrete Slab**

(101)



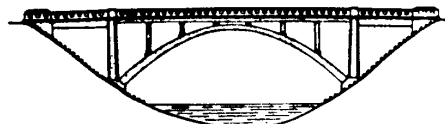
**Simple Span
Reinforced Concrete Deck Girder**

(104)



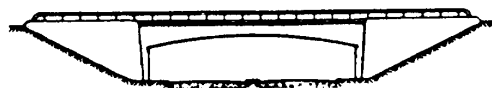
Filled Spandrel Concrete Arch

(111)



Open Spandrel Concrete Arch

(125)



Rigid Frame Concrete (107)

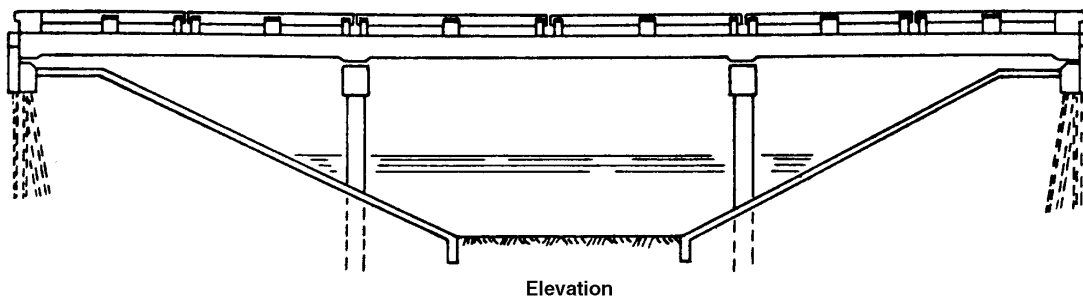
3-Sided Structure Precast Concrete Not Prestressed (A07)

**Note: Coding for items 43 & 44
indicated in parentheses on
Figures 2.01-2.12**

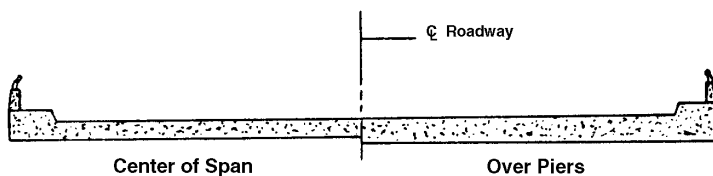
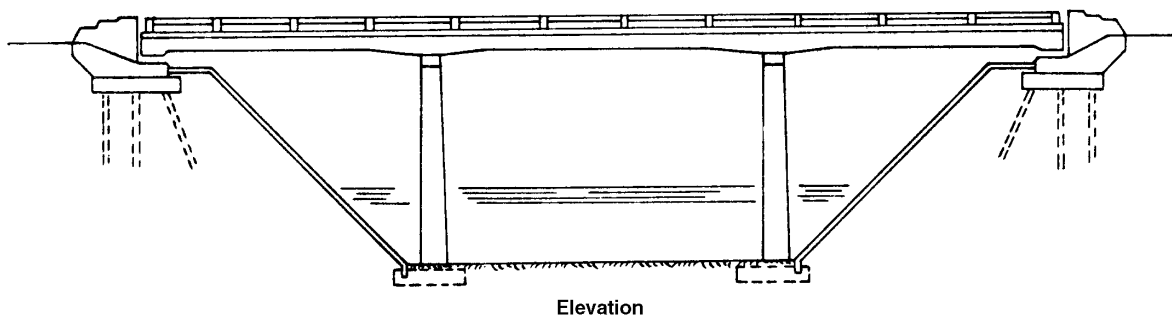
Figure 2.01

ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL

Concrete Bridge Types (Continued)



Continuous R.C. Slab
(201)



Continuous R.C. Slab
(Haunched)
(201)

Figure 2.02

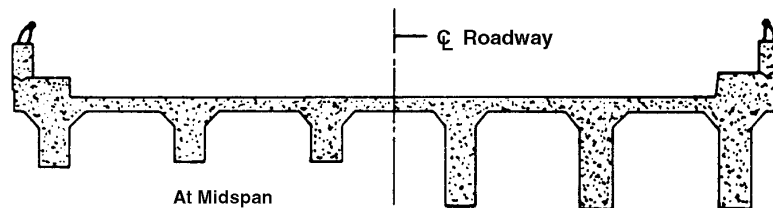
**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

Concrete Bridge Types (Continued)



Elevation

(3 Span Continuous)



At Midspan

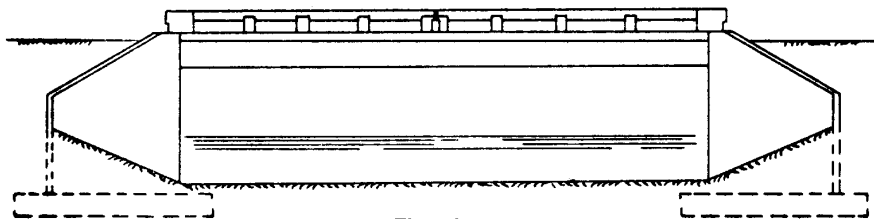
Cross Section

At Piers

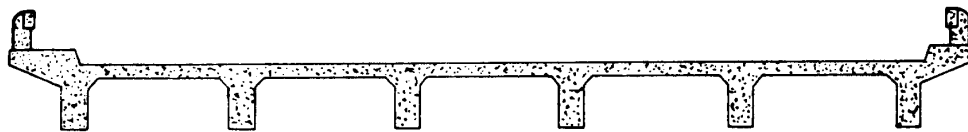
Continuous R.C. Deck Girder

(Haunched)

(204)



Elevation



Cross Section

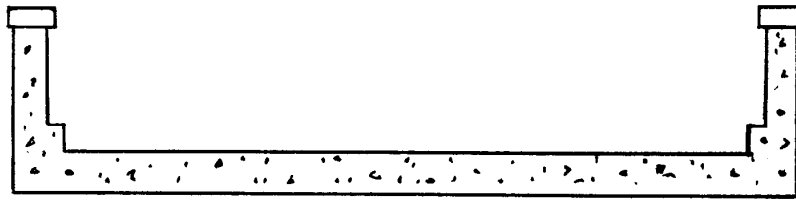
Simple Span R.C. Deck Girder

(104)

Figure 2.03

ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL

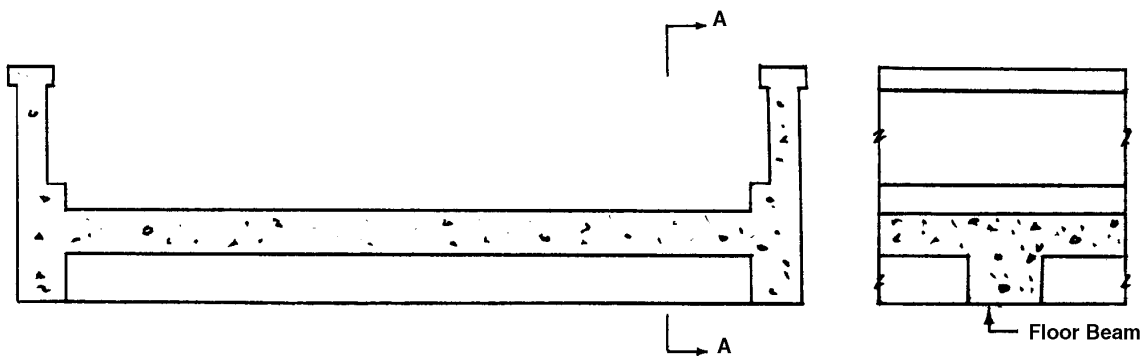
Concrete Bridge Types (Continued)



Concrete Thru Girder Without Floor Beam System

Simple Span (124)

Continuous Span (224)

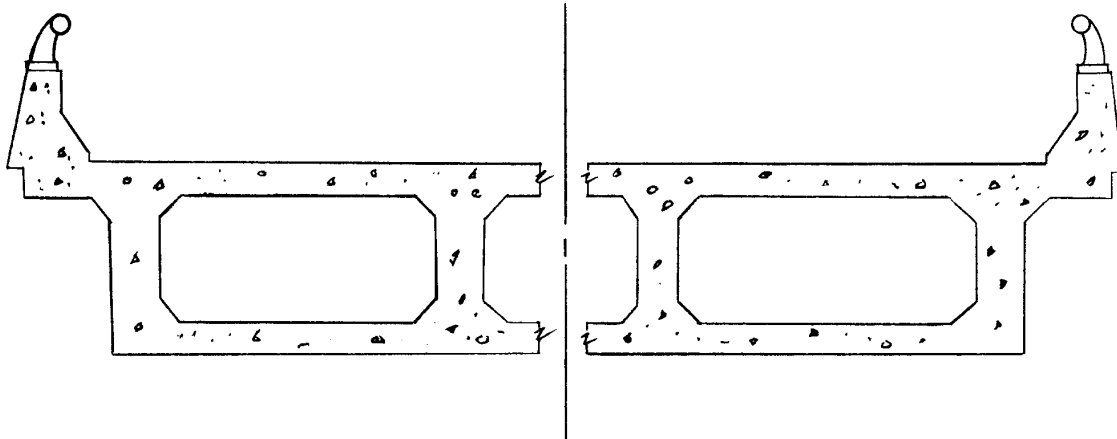


Concrete Thru Girder & Floor Beam System

Simple Span (103)

Continuous Span (203)

Sec. A-A



Cast-In-Place R.C. Box Girder

Simple Span (105)

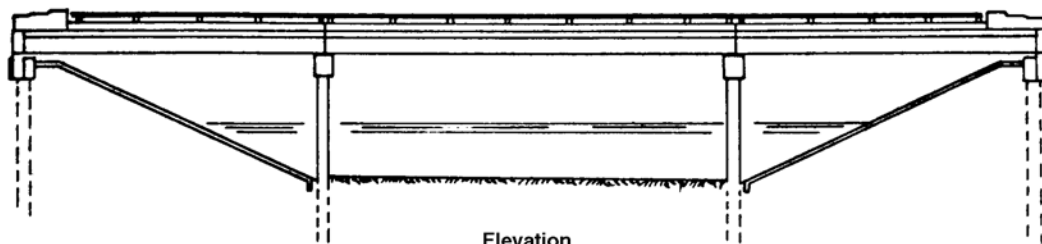
Continuous Span (205)

Figure 2.04

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

Concrete Bridge Types (Continued)



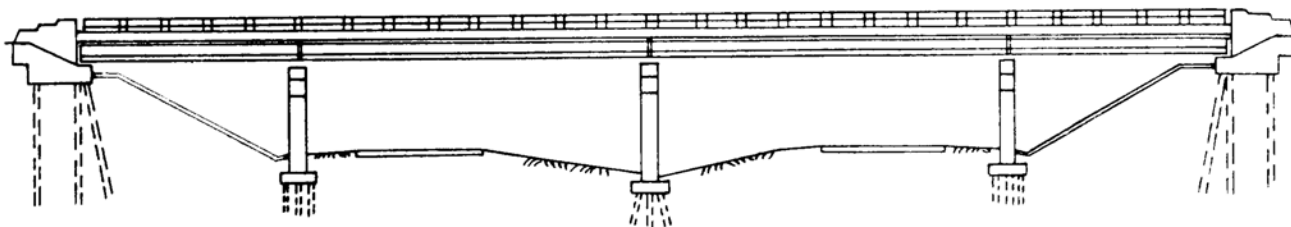
Elevation

Note: These are simple spans

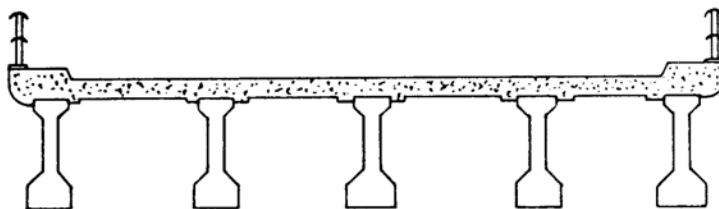


Cross Section

Precast Prestressed Concrete Deck Beams
(505)



Elevation



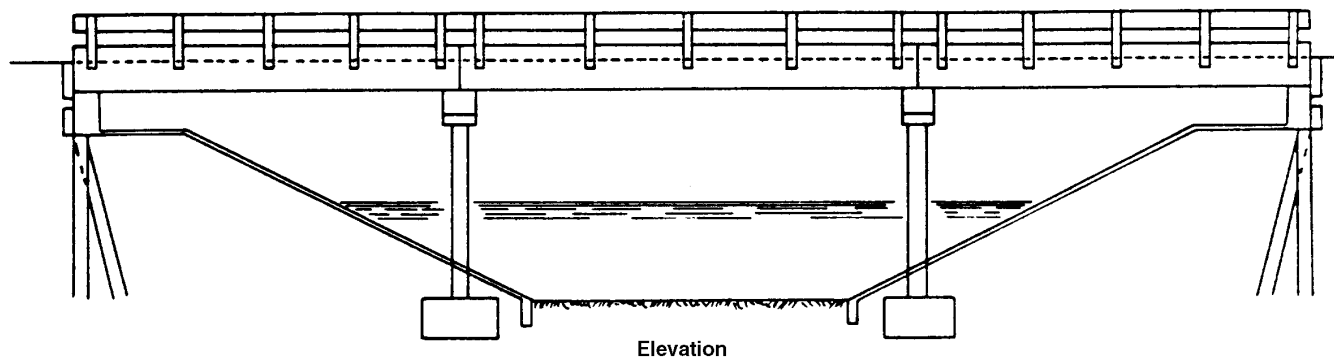
Cross Section

Precast Prestressed Concrete I-Beams
Simple Span (502)
Continuous Spans (602)

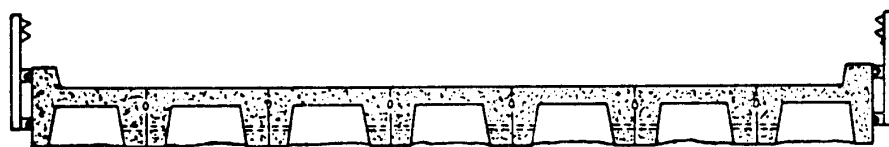
Figure 2.05

**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

Concrete Bridge Types (Continued)



Note: These are simple spans



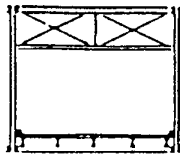
**Precast (Non-Prestressed) Concrete Bridge Slab
(A29)**

Figure 2.06

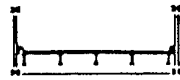
ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

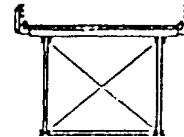
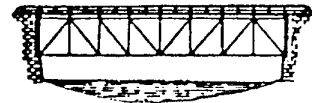
Steel Bridge Types



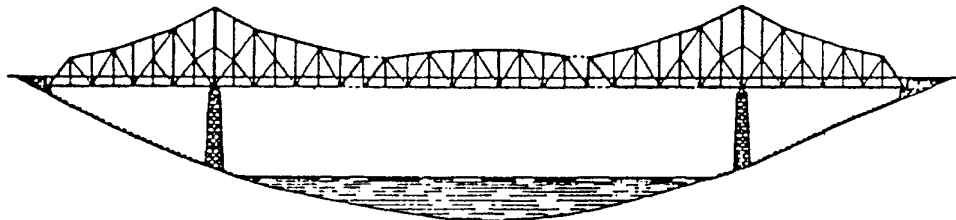
Pratt Through Truss
 Eyebar - (350)
 Riveted - (351)



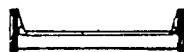
Warren Pony Truss
 (335)



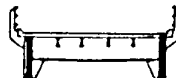
Pratt Deck Truss
 Eyebar - (360)
 Riveted - (361)



Through Cantilever Truss
 (459)



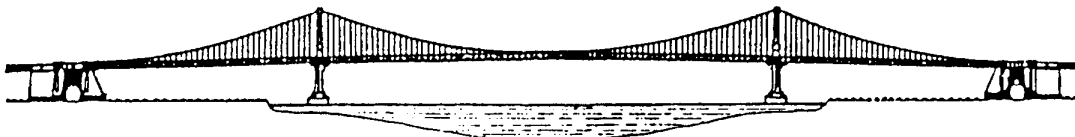
Simple Span
Through Girder
 (324)



Simple Span
Deck Girder
 (W/Floor Beam System)
 (303)



Simple Span
Multi-Beam
 (No Floor Beam System)
 (302)

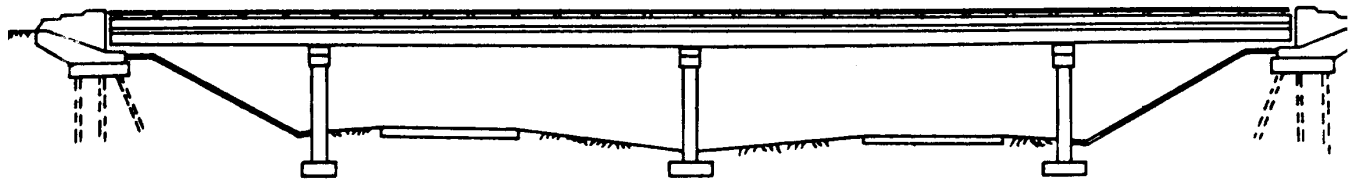


Suspension
 (313)

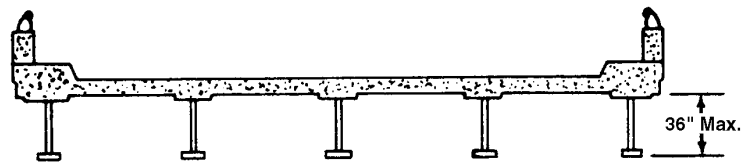
Figure 2.07

ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL

Steel Bridge Types (Continued)

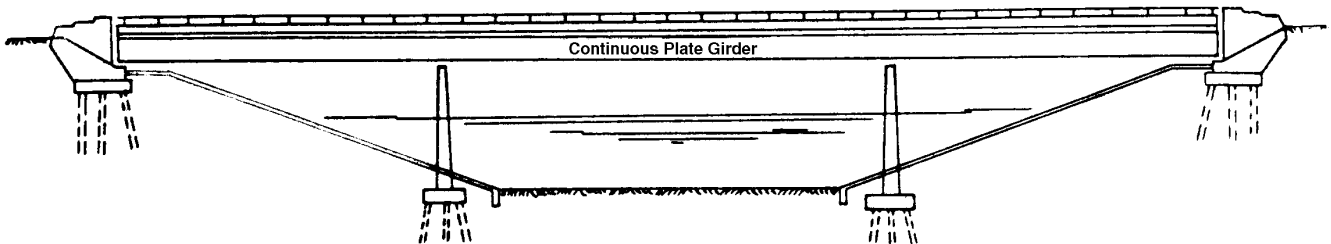


Elevation

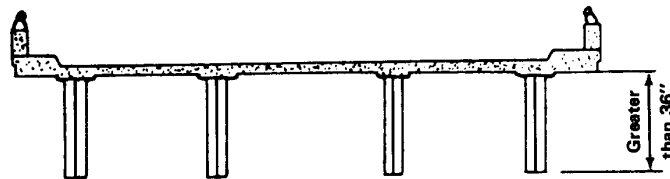


Cross Section

**Continuous Steel Stringer
(402)**



Elevation



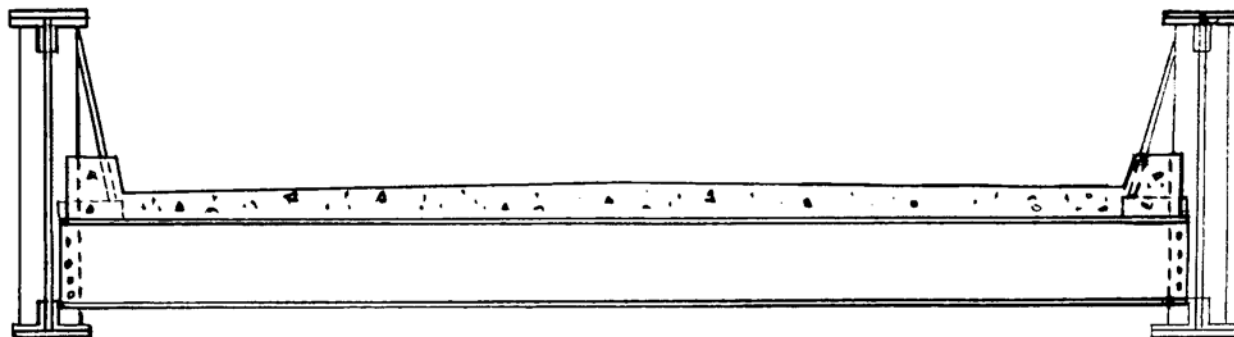
Cross Section

**Continuous Steel Plate Girder-(4 or more girders)
(402)**

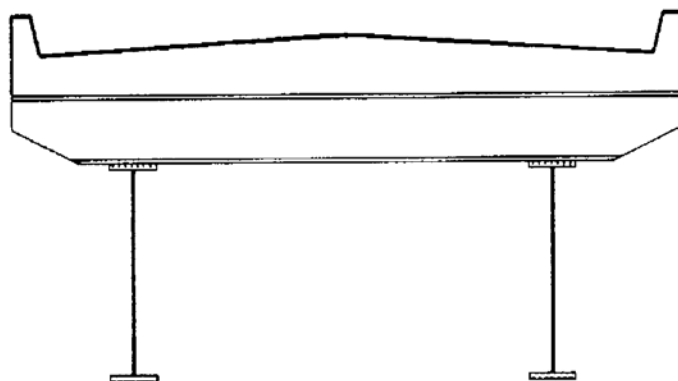
Figure 2.08

ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL

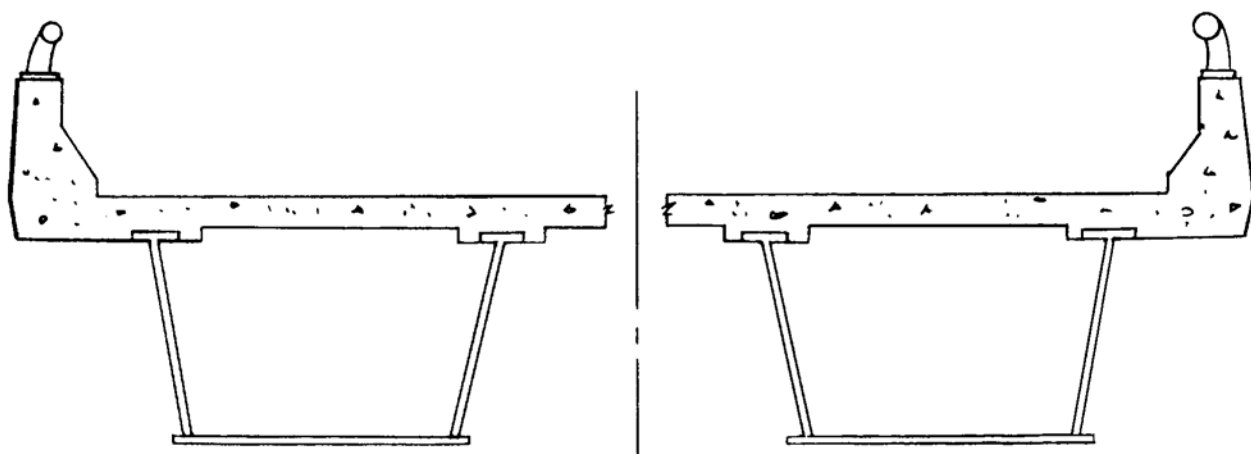
Steel Bridge Types (Continued)



Steel Thru Girder
Simple Span (324)
Continuous Span (424)



Steel Deck Girder
Simple Span (303)
Continuous Span (403)

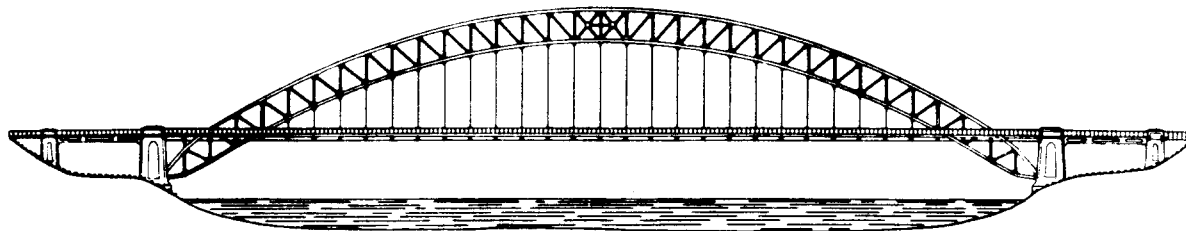


Steel Box Girder
Simple Span (305)
Continuous Span (405)

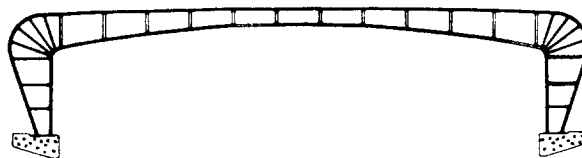
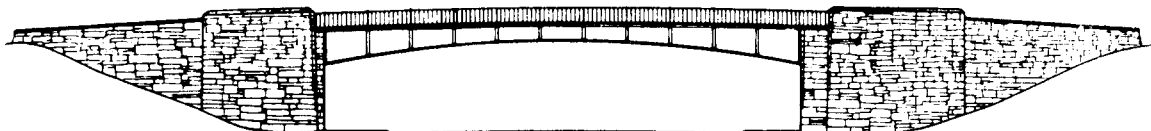
Figure 2.09

ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL

Steel Bridge Types (Continued)



Through-Arch Truss
(312)



(Steel Girder Element)

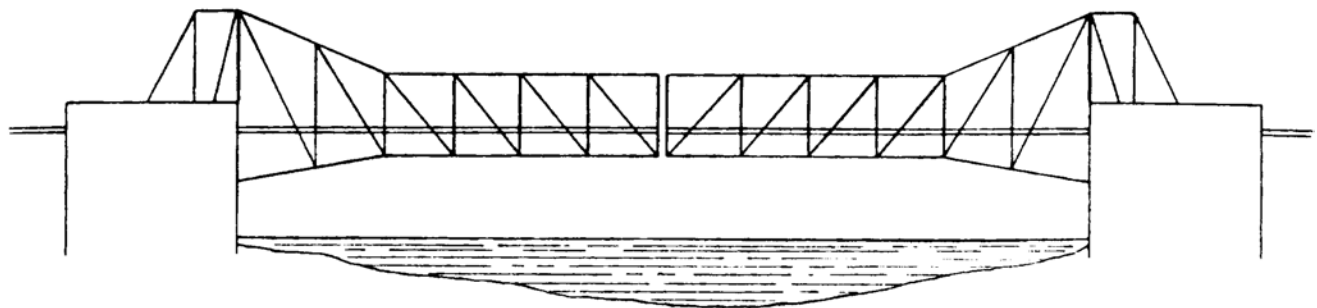
Rigid Frame-Steel
(307)

Figure 2.10

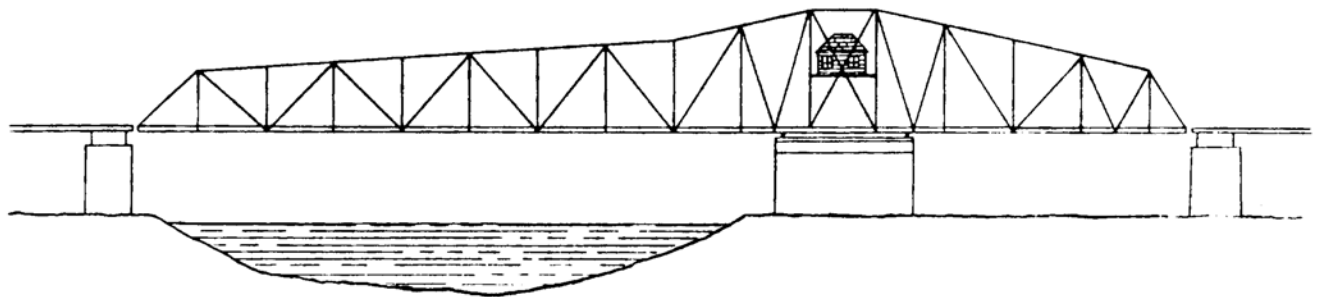
ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

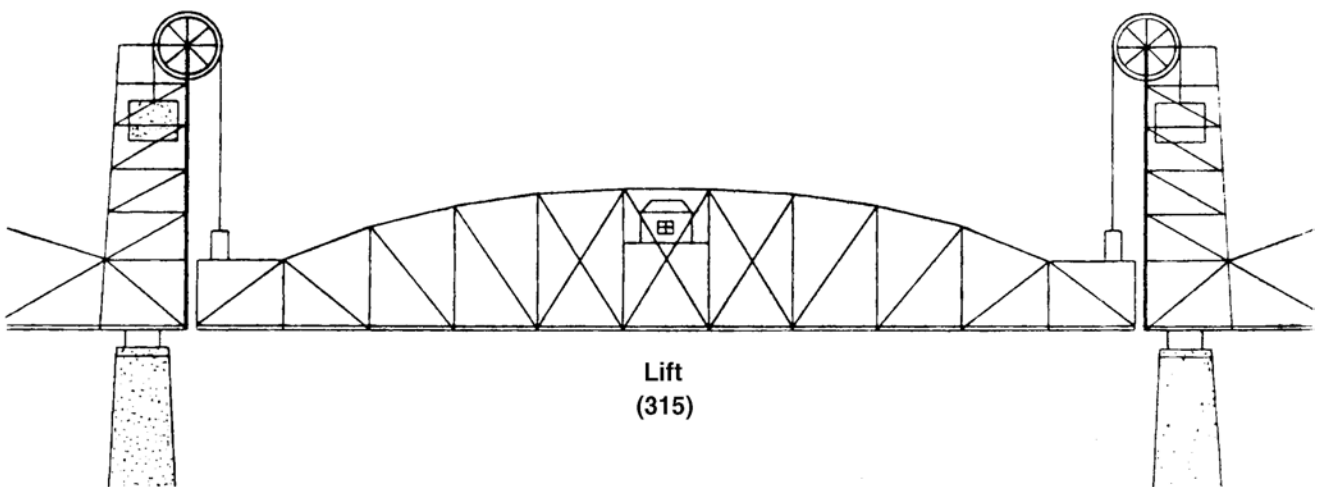
Movable Bridge Types



Bascule
(316)



Rotary-Swing
(317)

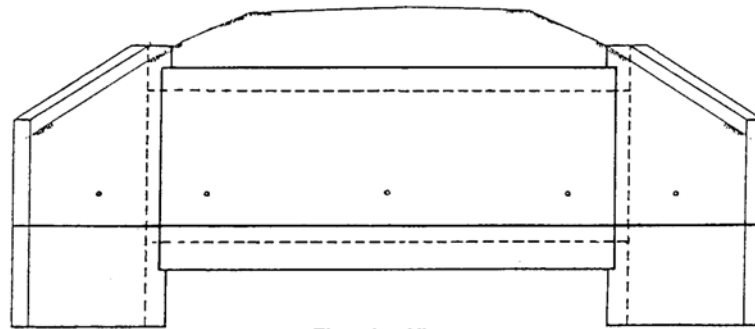


Lift
(315)

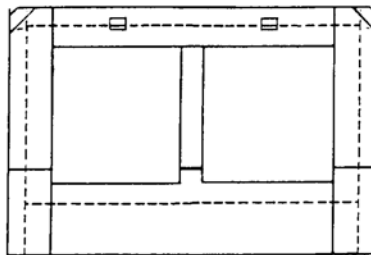
Figure 2.11

**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

Culvert Types

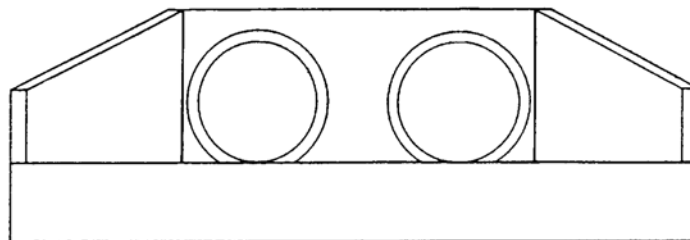


Elevation View

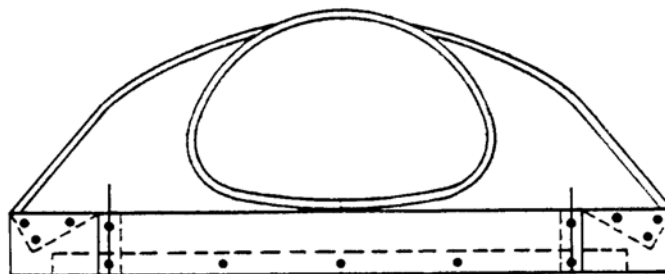


End View

**Cast-In-Place Concrete Multiple Box Culvert (219)
Precast Concrete Box Culverts (A19)**



**Precast Concrete Pipe Culverts (A19)
Metal Pipe Culverts
Steel (319)
Aluminum (919)**



**Corrugated Metal Plate Pipe Arch
Steel (319)
Aluminum (919)**

Figure 2.12

TRUSS TYPES

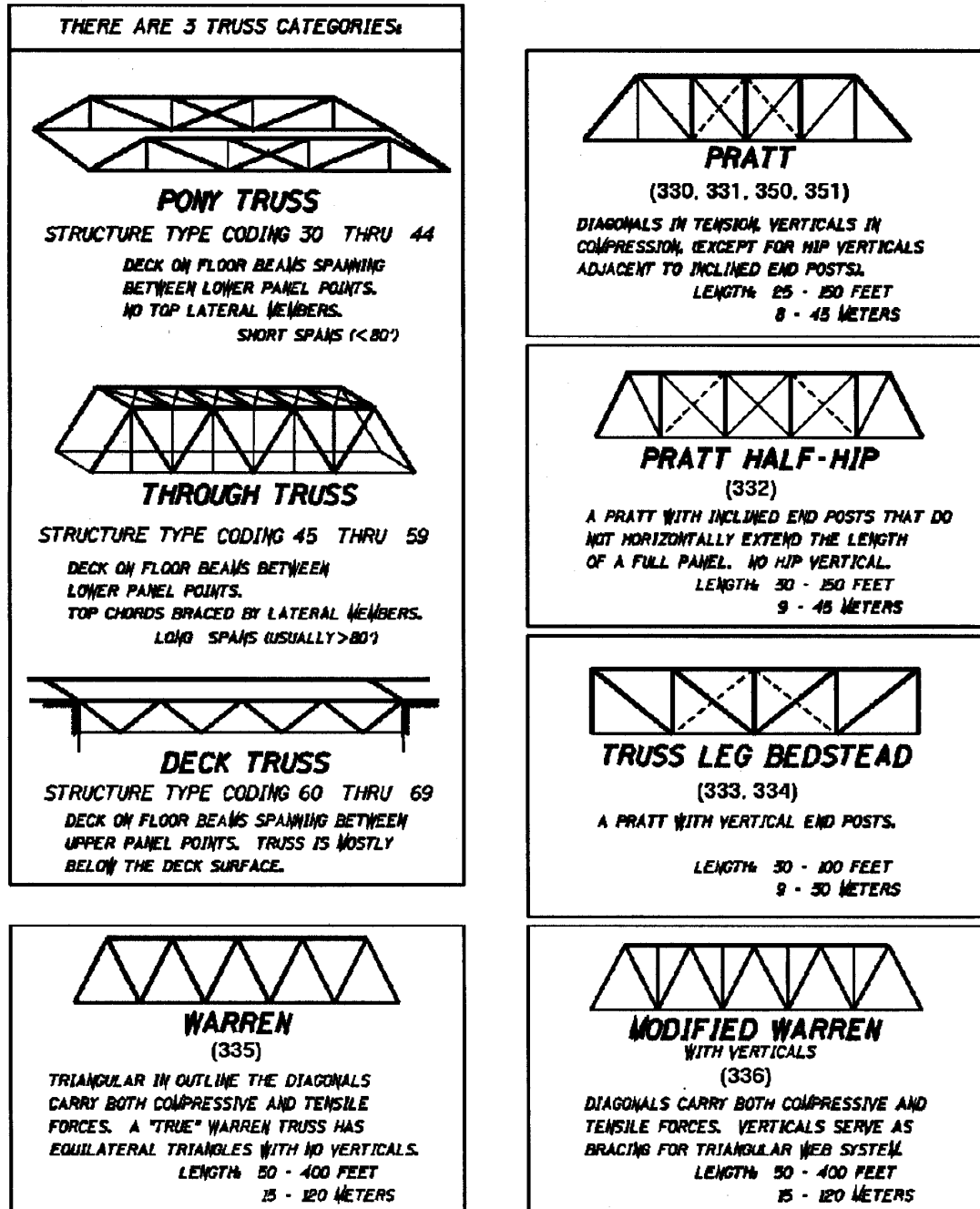


Figure 2.13

TRUSS TYPES

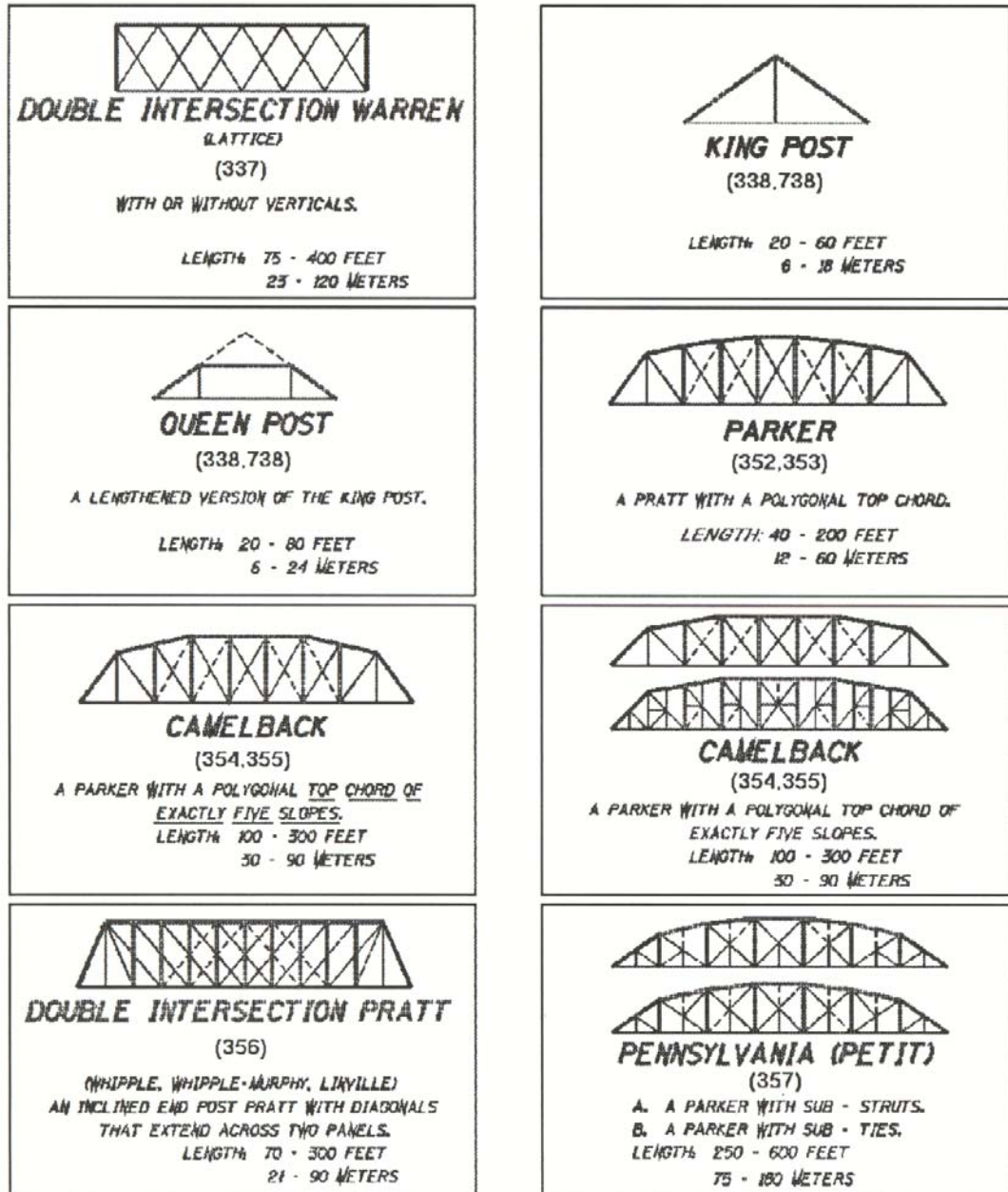


Figure 2.14

TRUSS TYPES

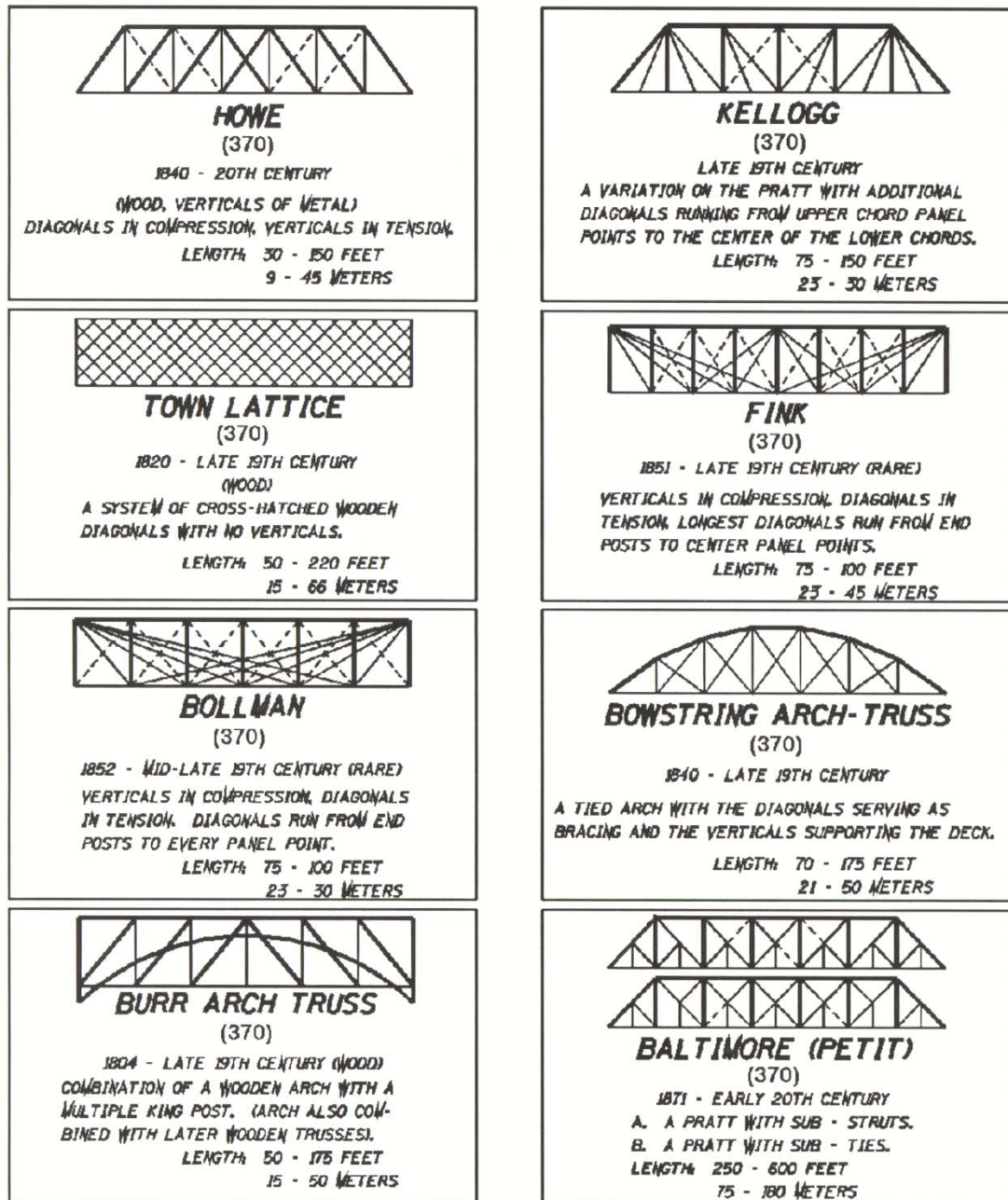
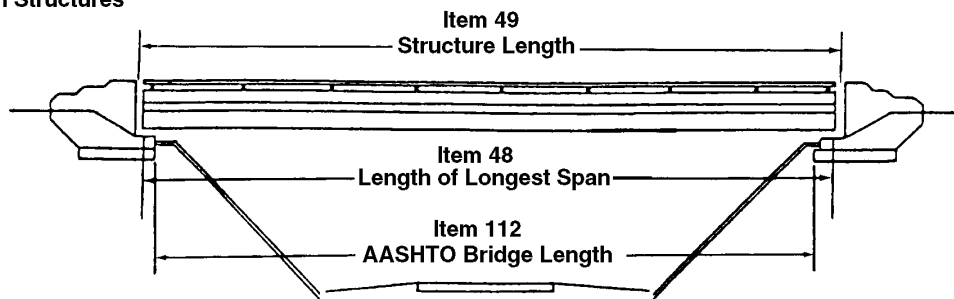


Figure 2.15

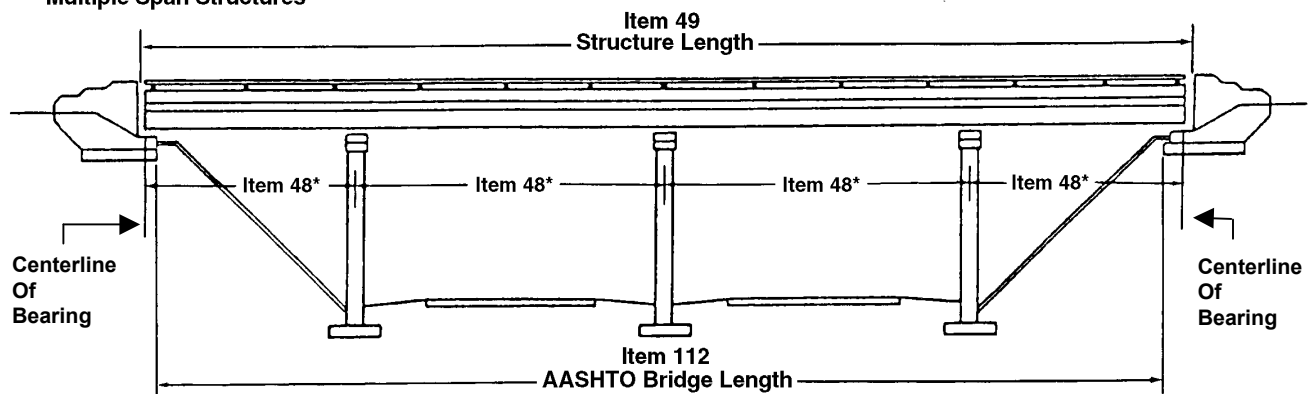
ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL

Length Measurements

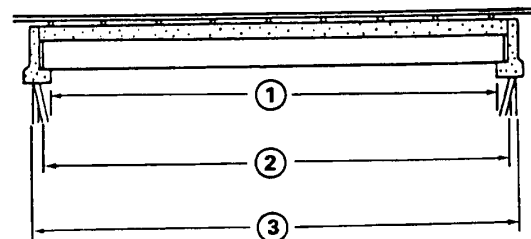
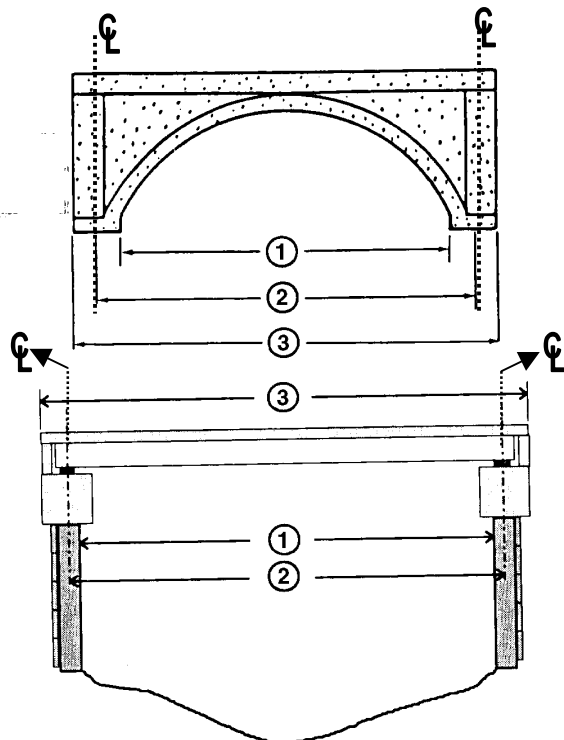
Single Span Structures



Multiple Span Structures



* - Record Length of Longest Span Item 48

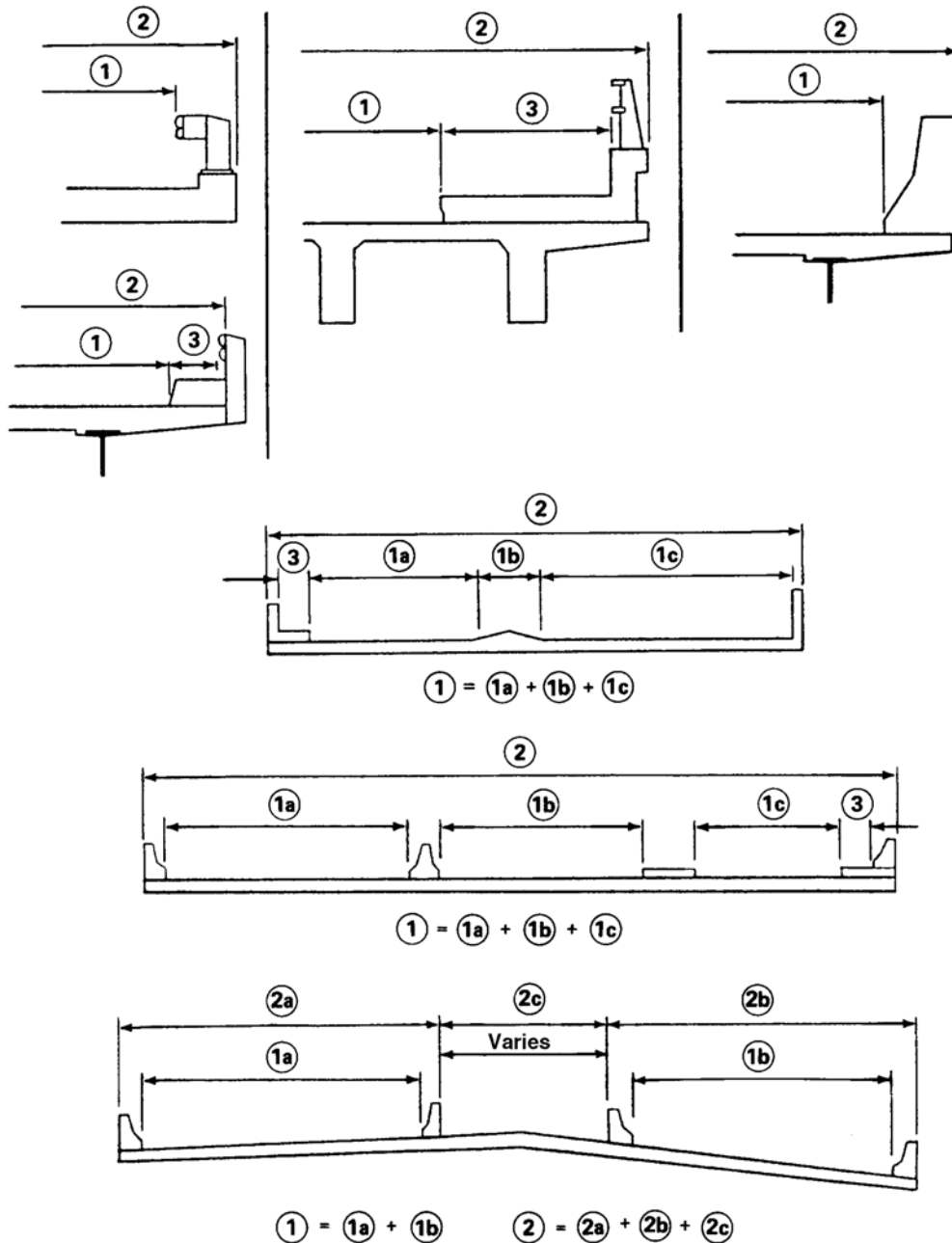


- ① - Item 112 (AASHTO Bridge Length)
- ② - Item 48 (Length of Longest Span)
- ③ - Item 49 (Structure Length)

Figure 3.1

ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL

Width Measurements

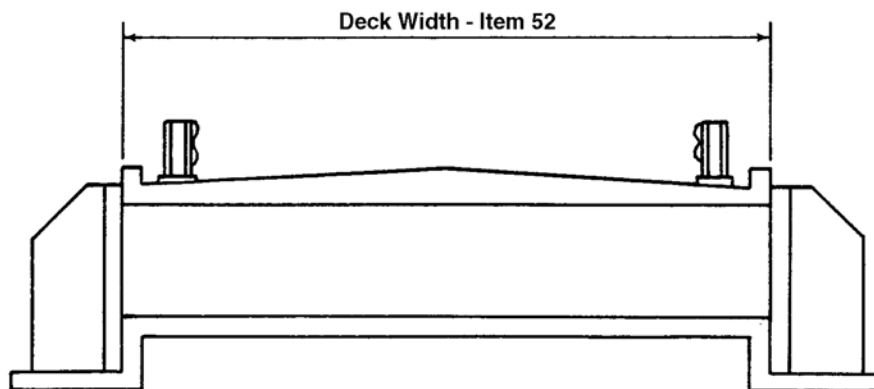


- ① Item 51 - Bridge Roadway Width, Curb to Curb
- ② Item 52 - Deck Width, Out to Out
- ③ Item 50 - Curb or Sidewalk Width

Figure 4.1

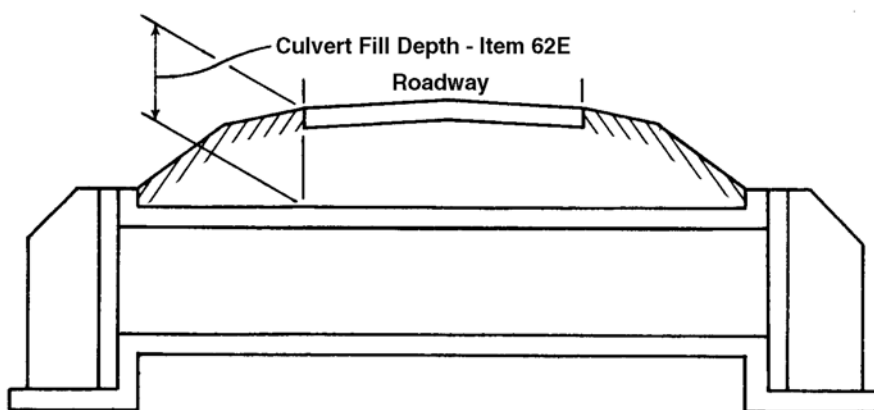
**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

Culvert Examples



Culvert Not Under Fill

Note: Fill Depth (Item 62E) Code 00.0



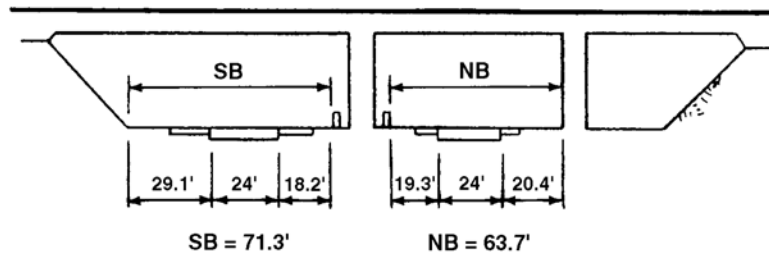
Culvert Under Fill

Note: Deck Width (Item 52) Code 000.0

Figure 4.2

ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL

Horizontal Clearance

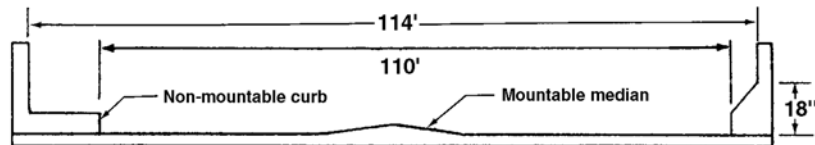


Two Roadways Under

Item 47A = 0713

Item 47B = 0637

Item 47 = 0713 (Maximum Single Roadway Width)

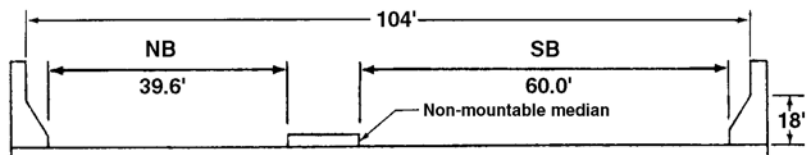


One Roadway On

Item 47A = 1140

Item 47B = Leave Blank

Item 47 = 1100 (Maximum Single Roadway Width)

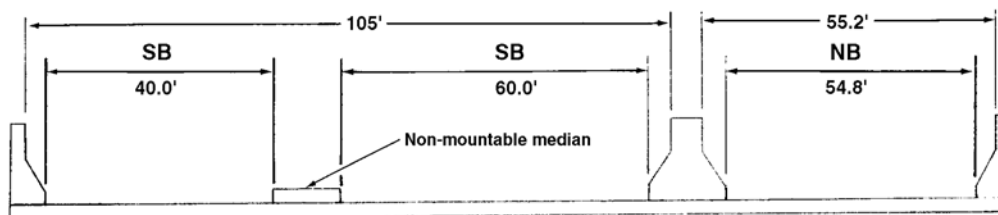


Two Roadways On

Item 47A = 1040

Item 47B = Leave Blank

Item 47 = 0600 (Maximum Single Roadway Width)



More Than Two Roadways On

Item 47A = 1050

Item 47B = 0552

Item 47 = 0600 (Maximum Single Roadway Width)

Figure 4.3

**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

Minimum Vertical Clearance

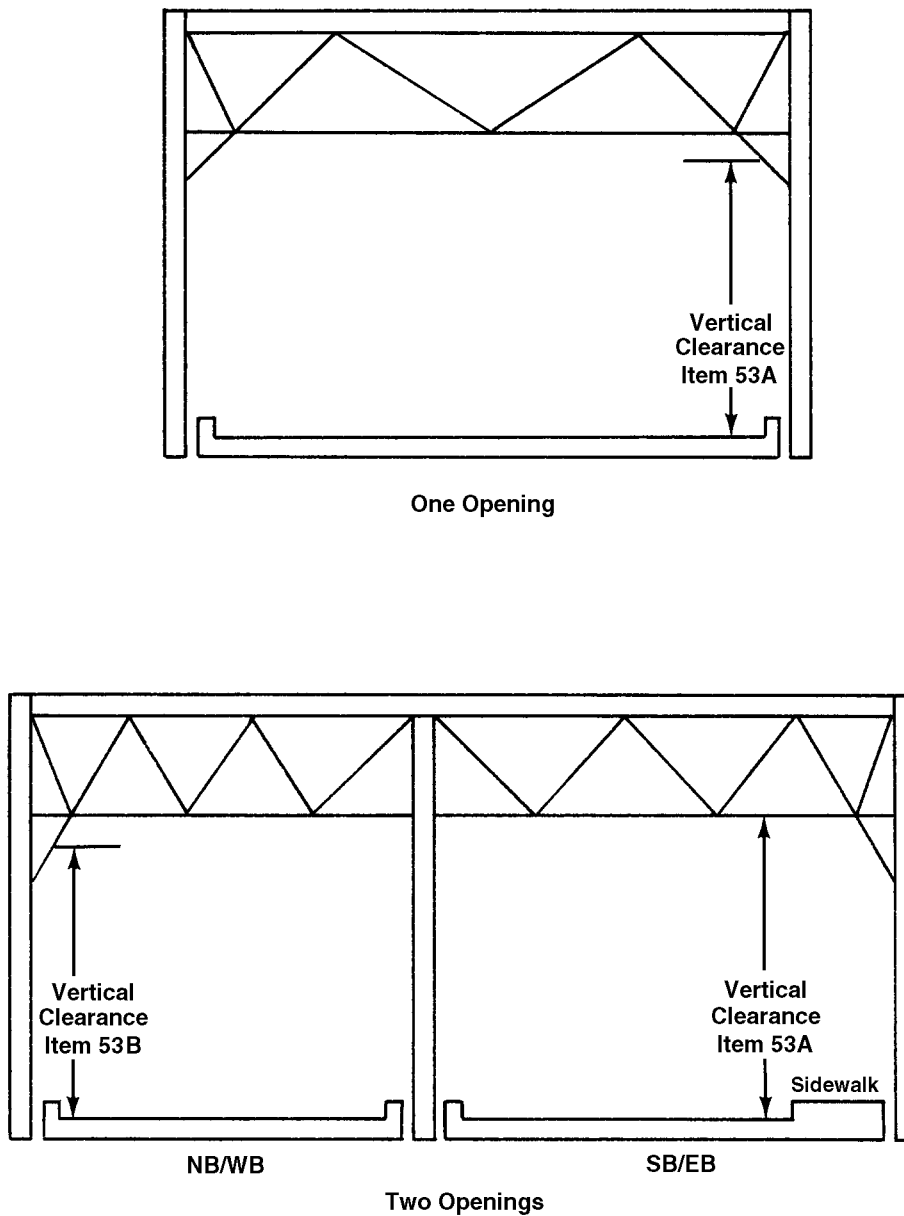


Figure 5.1

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

Minimum Vertical Underclearance

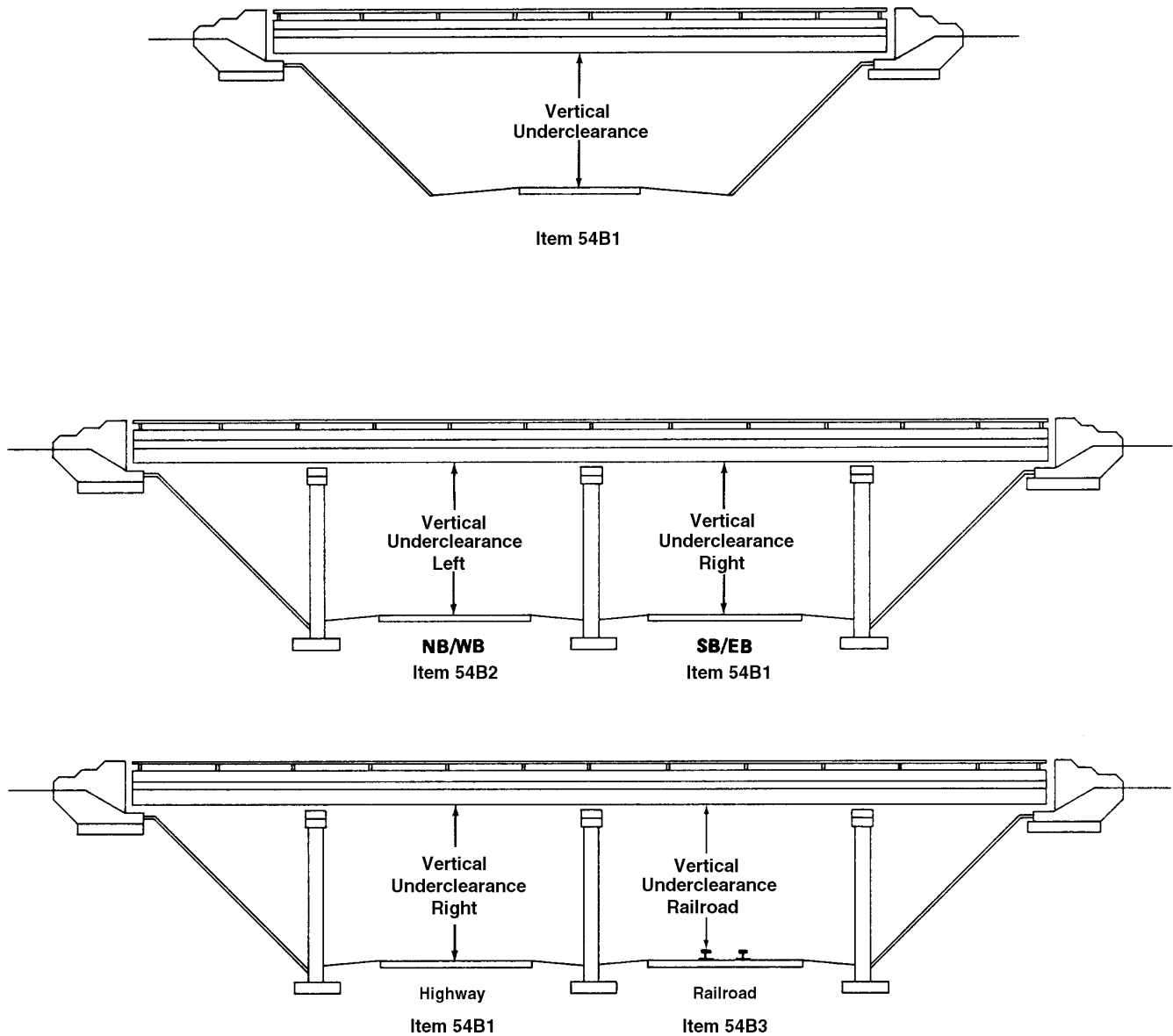
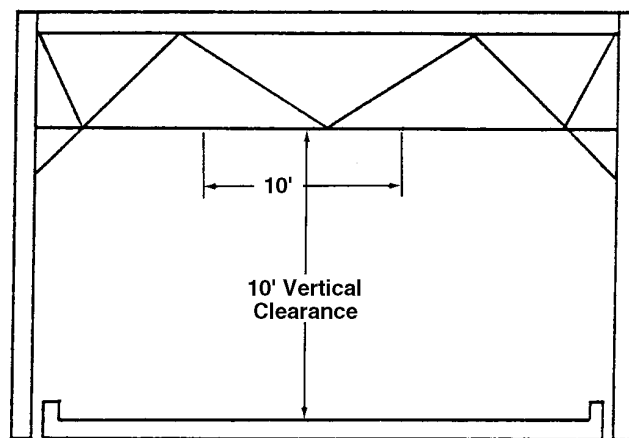


Figure 6.1

ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

10 Foot Vertical Clearance



One Opening

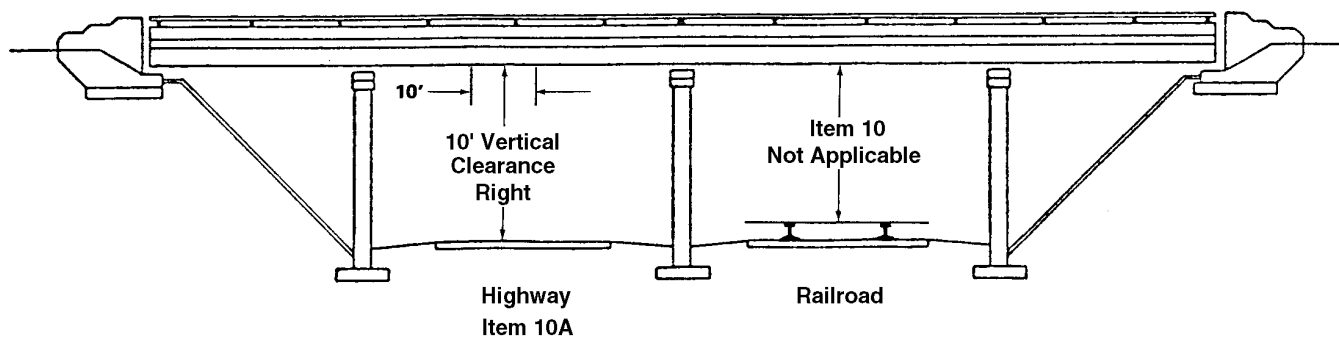
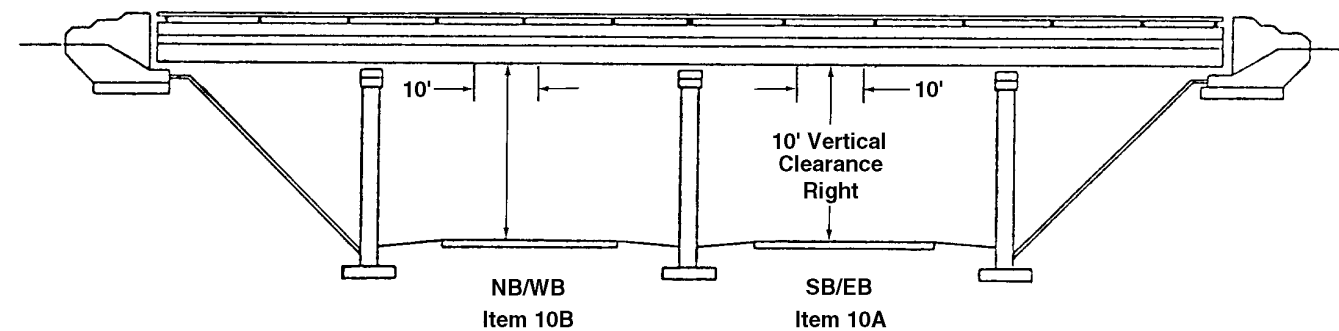


Figure 7.1

**ILLINOIS HIGHWAY INFORMATION SYSTEM
STRUCTURE INFORMATION AND PROCEDURE MANUAL**

Sidewalk Width On Structure

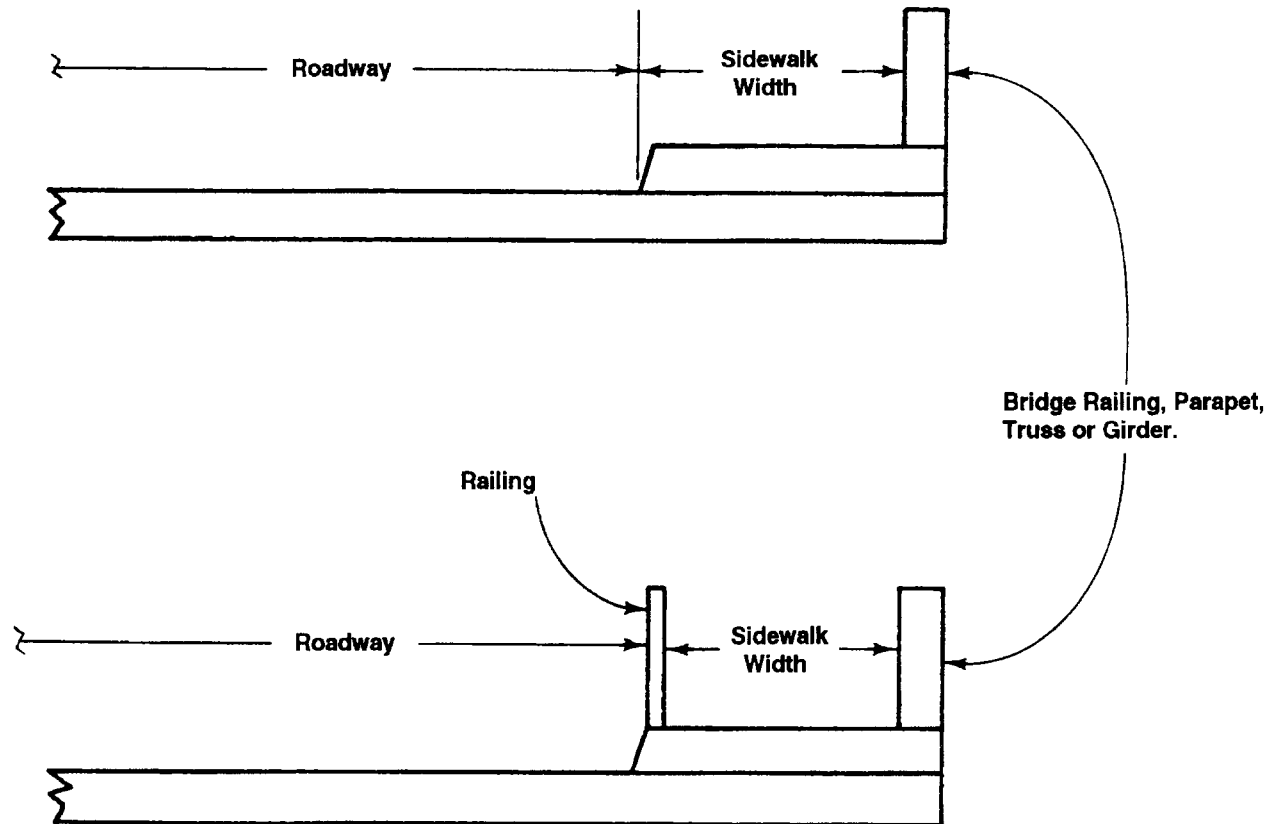


Figure 8.1

ILLINOIS HIGHWAY INFORMATION SYSTEM STRUCTURE INFORMATION AND PROCEDURE MANUAL

Minimum Lateral Underclearance

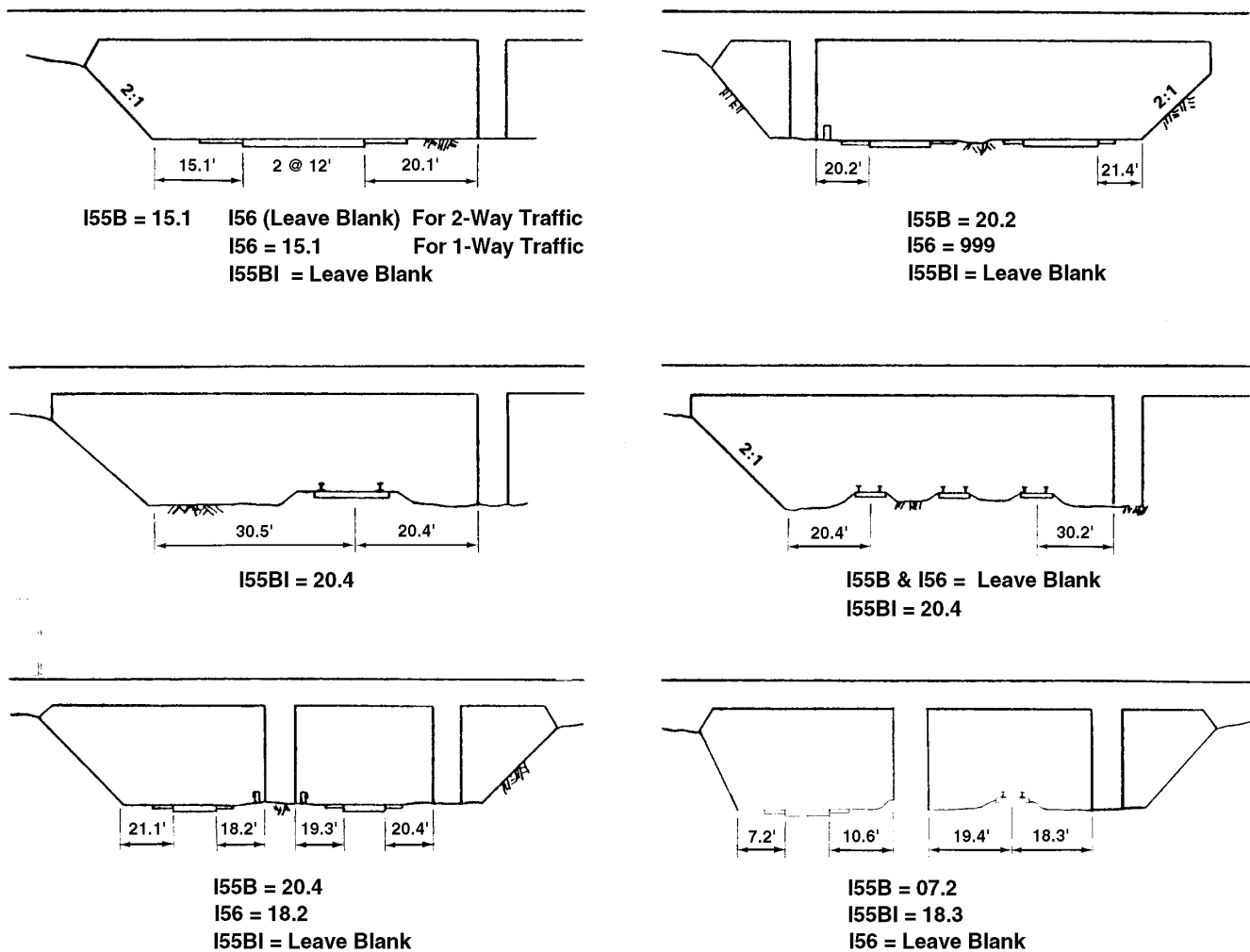


Figure 9.1

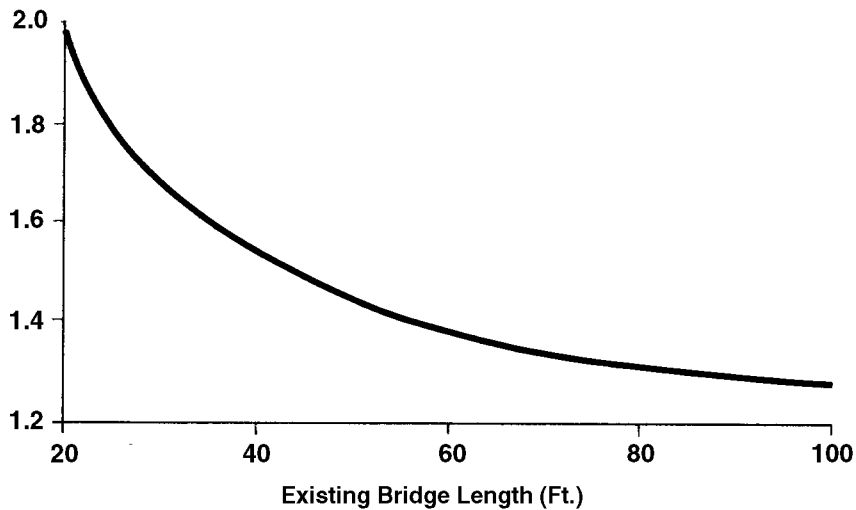
ILLINOIS HIGHWAY INFORMATION SYSTEM

STRUCTURE INFORMATION AND PROCEDURE MANUAL

Increased Length of Replaced Bridges

Replaced Bridge Length = Existing Bridge Length x Length Expansion Factor

Length Expansion Factor



Length Expansion Factor

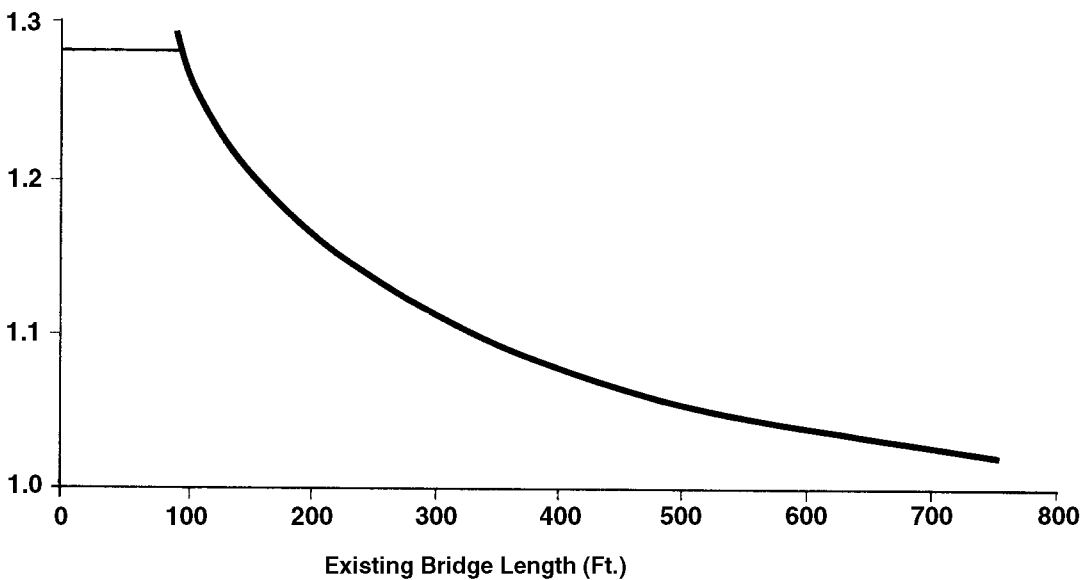


Figure 10.1